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Gratuit - Free

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Signs: Do they mean anything?

By John Chenier

In the urban redevelopment of the 1960s, two of Lowertown's main streets that used to connect the community, St Patrick Street and King Edward Avenue, were transformed into noisy, multi-lane arterials that effectively divided the community. Fifty years later, these arterials are filled with cars, trucks and buses carrying people and goods through Lowertown from morning till night. During the evening rush, the line of westbound traffic on St Patrick backs up past Cobourg Street, while northbound traffic on King Edward creeps up into Sandy Hill.

The long lines of traffic encourage hundreds of drivers to thread their way through the side streets of Lowertown East in search of a quicker way home. Cars speed through neighbourhoods to join the shorter line of cars nudging their way onto the main arterials as close to the Macdonald-Cartier Bridge as possible. Finally, after years of complaints from the residents on these streets, the City agreed to study the matter and, if necessary, put measures in place to stop cars from using Lowertown East as a shortcut to home.

Ways to reduce traffic

Many residential neighbourhoods in the city use different measures to curtail cut-through traffic. One means is using physical barriers to close off streets or to at least make it difficult to turn onto them.



Another is to simply put up signs that prohibit access, either around the clock or only at certain times.

Some streets have a combination of both a physical barrier and a sign.

Continued on page 18

Building a Stronger Community Association

By Norman Moyer, President
Lowertown Community Association

A community association may have several functions: it can organize events, maintain hockey rinks, bring neighbours together, identify key issues affecting neighbourhoods, conduct research on community issues and promote the interests of the community with public and private interests. The LCA does all of these things and more. We will do it more effectively if more members of the community get involved.

The Lowertown Community Association represents residents and businesses in an area bounded by Rideau Street to the south, the Rideau Canal to the west, the Rideau River to the east and the Ottawa River to the north. Within Lowertown there are several distinct neighbourhoods. Roughly it divides into four quadrants divided by King Edward Street and St Patrick. To be effective the LCA needs representation from all of these neighbourhoods.

The LCA is open to all residents of the community. There are no membership fees. All residents who sign up to receive LCA agendas and communiques are considered active members and can vote at the Annual

General Meeting. The week-to-week affairs of the Association are managed by an eleven-person Executive. The LCA publishes the Echo, our community newspaper. Every month except July and August the LCA meets to hear presentations on key issues for the community and to discuss the actions that the community would support.

our community. As Peter Ferguson describes in another article in this issue of the Echo the LCA is using this year to define a vision for our community for the next 15 years. This vision will look ahead to 2035 and help the LCA and the Community to focus on supporting the most important opportunities for our development. WE NEED YOU TO HELP US GET THIS RIGHT!

LOWERTOWN BASSEVILLE
COMMUNITY ASSOCIATION ASSOCIATION COMMUNAUTAIRE

Mark this in your calendar.

Upcoming meetings of
The Lowertown Community Association
September 9th
October 15th
November 18th
December 9th
7 pm Routhier Centre 172 Guigues Street
Lowertown-basseville.ca

Mettez ceci dans votre calendrier.

Prochaines réunions du
L'association communautaire de la Basseville
9 septembre
15 octobre
18 novembre
9 décembre
19:00 h au Centre Routhier 172 rue Guigues
Lowertown-basseville.ca

These meetings are generally held on the second Monday of the month at the Routhier Community Centre, 172 Guigues Avenue. All residents are welcome. Generally 30-40 residents attend the meetings.

This year there is a special opportunity to help the LCA strengthen its impact and focus on the future of

As we start this year the LCA has more than 600 residents who are involved in our activities. We want to double that number by June 2020. Please send us your name through our website at <http://www.lowertown-basseville.ca/contact.html>

In this issue

The themes of this edition of The Echo are transportation and traffic in Lowertown, past, present and future. Three concerns stand out: initiatives to deal with commuter parking in Lowertown West; efforts to curb cut-through traffic in Lowertown East; and the continued inaction on the King Edward Avenue file.

In reading the articles, you might detect a sense of futility, and you would be right. Residents of York Street were initially very pleased when the no-turn signs went up. But the shine has worn off after weeks of watching cars ignore the signs with impunity.

The City is on the verge of proposing more superficial changes that will not address the problems of King Edward Avenue.

On the bright side, once again the heritage section brings the past alive. There's the story of a house on King Edward that only lives on in our imagination, and stories about early travel and travellers in Lowertown. We also have our regular business and meet-your-neighbour profiles.

We have provided a forum for the candidates in the federal election to help inform your vote.

As usual, please support the businesses that advertise in The Echo. They are what make this paper possible.



The Echo, a non-profit community newspaper, is supported by its advertisers and the Lowertown Community Association. Opinions expressed are those of contributors and advertisers and do not necessarily represent those of the volunteer editorial staff nor the community association.

In 2019, the Echo will be published in February, April, June, September and November. 8,500 copies are printed and distributed free of charge to residents of Lowertown. Additional copies can also be picked up at the Routhier Centre, the Lowertown Community Resource Centre, the public library, and various public and commercial locations in Lowertown.

The Echo welcomes articles, letters, photographs, notices and other material of interest to its readers in the Lowertown community. Name and telephone number of contributor must be included.

If you'd like to write articles, draw cartoons or other illustrations for stories, or take photographs on assignment, please email and leave your name and telephone number at echo@lowertown-basseville.ca. No age restrictions. The Echo reserves the right to edit in part or in whole all contributions.

L'Echo est un journal communautaire à but non lucratif dont les seuls revenus viennent des annonceurs et l'Association communautaire de la Basse-Ville. Les textes n'engagent que leurs auteurs et annonceurs respectifs et ne reflètent pas nécessairement l'opinion de l'équipe de rédaction, qui est composée de bénévoles ou l'association communautaire

En 2019, l'Echo sera publié en février, avril, juin, septembre et novembre. Son tirage est de 8500 exemplaires. Il est distribué gratuitement partout dans la Basse-Ville. On peut également l'obtenir au Centre Routhier, au Centre de Ressources Communautaires de la Basse-Ville, à la bibliothèque et dans plusieurs commerces du quartier.

Tous les articles, lettres, illustrations, photos et autre matériel qui peuvent intéresser les lecteurs de la Basse-Ville sont les bienvenus. Leurs auteurs doivent indiquer leur nom et leur numéro de téléphone.

Les personnes qui aimeraient collaborer avec l'Echo sont invitées à envoyer un courriel au echo@lowertown-basseville.ca en indiquant leur nom et leur numéro de téléphone. Nous apprécions la contribution de tous, quel que soit leur âge. L'Echo se réserve le droit de modifier en tout ou en partie les documents.

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Deadline

Reserve your advertising space or submit your contribution to echo@lowertown-basseville.ca by November 1, 2019

Questions regarding delivery? If you live in Lowertown, the Echo is delivered free to your door. Please email if you are aware of anyone or any business in our neighbourhood who is not receiving their community newspaper.

Date de tombée

Publicité, articles, photos et autres soumissions à echo@lowertownbasseville.ca avant le 1 novembre 2019

Questions au sujet de la distribution? L'Echo est distribué gratuitement dans la Basse-Ville. Veuillez envoyer un courriel si vous connaissez quelqu'un qui ne le reçoit pas.

Jeu-questionnaire #10-4 Quiz #10-4

- What year did Lowertown residents stage a demonstration against traffic on King Edward Avenue? / En quelle année les résidents de la Basse-Ville ont-ils organisé une manifestation contre la circulation sur l'avenue King Edward?
- Which Lowertown mayor was known as a keen bicycle rider? / Quel maire de la Basse-Ville était connu comme un cycliste passionné?
- What is the address of the only active horse stable in Lowertown? / Quelle est l'adresse de la seule écurie active dans la Basse-Ville?
- Where does the Lowertown Community Association hold its monthly meetings? / Où l'Association communautaire de la Basse-Ville tient-elle ses réunions mensuelles?
- Name two bridges in Lowertown built by the Dominion Bridge Company / Nommez deux ponts de la Basse-Ville construits par la Dominion Bridge Company?

A winner will be drawn on October 15th from the names of all those who will have submitted correct entries. The prize will be a \$25 gift certificates from Shoppers Drug Mart on Dalhousie St and a piece of art from the ByWard Market BIA.

Le nom d'un gagnant sera tiré au sort le 15 octobre parmi les noms de tous ceux qui auront soumis les bonnes réponses. . Le prix sera un certificat-cadeau de 25 \$ de Shoppers Drug Mart sur la rue Dalhousie ainsi qu'une œuvre d'art offerte par la ZAC du marché By.

Submit your answers to ads.in.echo@gmail.com / Envoyez vos réponses à ads.in.echo@gmail.com

Trip Advisor: Top 10 Restaurants

*Criteria: Special Occasion,
By Ward precinct*

- Play Food & Wine
1,727 reviews
- Courtyard Restaurant
434 reviews
- Restaurant E18hteen
443 reviews
- Vittoria Trattoria
1,768 reviews
- C'est Japon a Suisha
142 reviews

6. Luxe Bistro
362 reviews
7. Social
391 reviews
8. Milestones
651 reviews
9. Vineyards Wine Bar Bistro
274 reviews
10. Metropolitain Brasserie
558 reviews

Many of the ratings would come from visitors to our city. Do you agree with their ratings?

LOWERTOWN BASSEVILLE

COMMUNITY ASSOCIATION

ASSOCIATION COMMUNAUTAIRE

Lowertown in 2035: A Community Vision

By Peter Ferguson

What do we want Lowertown to become by 2035? How can we make our community stronger and more appealing with more and better affordable housing? How do we attract a broad mix of new residents? How do we help address the issues of homelessness and drug use? How do we retain our heritage structures and build upon our cultural history? How can we encourage more and better retail and micro-manufacturing to add new economic viability and new services to the community?

To address these concerns, the Lowertown Community Association (LCA) will make the development of Vision 2035 part of its agenda for the next year. To

explore this issue, the LCA is planning to hold a workshop/community discussion with a focus on developing a vision for Lowertown in 2035.

There would be three parts to the evening event, which is likely to be held in late winter 2020. First, there will be a panel discussion with concise presentations from a range of experts familiar with the Lowertown community on matters such as affordable housing, heritage and culture, community transportation, land use planning and sustainability. The second and related part of the exercise would be questions from the community directed at the panellists, to seek clarification on matters arising from the panel discussions. The third portion would involve breakout discussions among community members based on the topics covered by

the panellists. Participation would be documented so that at the end of the evening each table could share an oral summary of its conclusions and provide the content for a subsequent record of discussion and a vision document to be developed by LCA Board members and posted on the LCA site. It would also provide the LCA Board with a better understanding of the topics of interest and concern to the community as it does its own yearly planning and topics for its subsequent monthly meetings.

In the meantime, if you have ideas as to the challenges that ought to be considered as part of a visioning exercise, please share them with Peter Ferguson, Vice-president of the LCA at peterferguson_4@sympatico.ca.

Ottawa's "10-year Plan to End Homelessness"

By Warren Waters

I'm the new Board member for Housing & Homelessness, and I'm trying to understand why City spending to end homelessness has so far been ... well, ineffective seems the most charitable description. The plan's goals are perfect: a home for everyone, access to supports, effective services, but the plan does not address any housing-supply constraints caused by zoning, planning or development delays or costs.

Over the first five years of the plan, the number of homeless has grown faster than efforts to prevent or reduce homelessness. The scale of the homelessness reality clearly exceeds the 10-year plan's modest targets. Although we have met or exceeded most of the 10-year plan's specific new housing and subsidy targets, emergency-shelter use continues to grow.

The 10-year plan assumed that savings from shorter stays in shelters could be re-allocated to prevent homelessness. This never occurred because shelter use, length of stay and costs all grew. While treating

symptoms of homelessness, the number of homeless actually increased because there is simply not enough affordable housing to meet demand.

Which are you, housed or homeless? I'm affordably housed myself, but I have friends and family who've been homeless. And like everyone in Lowertown I meet homeless people every day. The City says it is "refreshing" the plan, not evaluating it, and I worry the City may say its goals were just too ambitious. I fear they may look for a way to back down from their commitment to end chronic homelessness and instead just shift the responsibility elsewhere.

The City says their Housing-First program model is being assessed by the National Alliance to End Homelessness. The report is still not available, so we can look forward to seeing those findings, and the "refreshed" 10-year plan to end homelessness, this fall. We need a plan with measures to actually increase the supply of affordable housing, not just supply bandaids for the poor. It is time to realize affordable housing is in everyone's interest, not a matter of charity.

A narrow view of homelessness--thinking homelessness equals shelters and the solution is simply funding housing-first placements and housing for people chronically accessing shelters--will never address the real causes in a meaningful way. Wage increases have failed to match the increase in land values, something that greatly benefits homeowners, but makes housing unaffordable.

We need to redirect frustration over homelessness at those who actually have political power. We need to stop blaming the victims and build our community to include those being failed by the system. To create an affordable housing market in Ottawa, political accountability is needed, and we need to build a range of mixed-income and supportive housing in all neighbourhoods across the City.

Warren Walters is the Director, Housing and Homelessness on the Executive Committee of the Lowertown Community Association

Traffic-calming measures for King Edward

By Ana-Maria Tarres

King Edward Avenue is a dangerous street for pedestrians, cyclists, and motorists. Just this past July 19, a pedestrian walking her bike was struck while waiting to cross the street by a truck turning right onto Rideau Street from King Edward Avenue. Further north on King Edward, the Murray and St. Patrick intersections are not well designed for pedestrian and cyclist safety. These intersections see very high amounts of traffic flowing in all directions, and pedestrian crossing is limited and constrained to permit traffic to flow.

The bike lane on St. Patrick has yet to be connected east and west of King Edward Ave. The City has been dragging its feet to connect the bike lane on St. Patrick specifically because it is such a busy and dangerous intersection.

Many cyclists traveling east-west on St. Patrick take a detour to the St. Andrew intersection in order to cross King Edward safely. However, the crossing at St. Andrew is poorly designed, with south-bound vehicles regularly blocking the path for pedestrians and bicycles when the light is red. North-bound vehicles frequently run the red light at this intersection. There have been a

high number of close calls for pedestrians and cyclists beginning to cross.

The two red-light cameras on King Edward--the one for southbound traffic at St. Patrick and one for northbound traffic at St. Andrew--see the most red-light infractions in all of Ottawa. In 2016, these two cameras flashed 3,000 times.

The Lowertown Community Association (LCA) has been lobbying for changes to King Edward for many years. In March, Councillor Fleury succeeded in his efforts to get the Transportation Committee to pass a motion calling for permanent traffic calming measures. The motion adopted by Council acknowledges the concerns brought forth by residents: that King Edward Ave. is partly residential, that speeding is a persistent and dangerous issue, and that speeding trucks cause noise and vibrations for nearby residents.

Re-designing King Edward to accommodate everyone who uses it is the only effective solution. More than 40 measures to slow traffic are already in place on the avenue, but as City staff acknowledge, these have not worked. City transportation staff are proposing a reduction of the outer lanes northbound and southbound from the current 4.5 metres to 3.5 metres. While this

would certainly be an improvement, there is a high risk that it will not calm traffic or improve safety concerns for pedestrians and cyclists. Crosswalk "bulb-outs" (curb extensions) are one design alternative that would improve safety for all travellers and slow traffic down closer to the 40km/h range than the 60km/h range it currently moves at. City transportation staff maintain that a third lane in each direction is necessary for a turning lane. A bulb-out crosswalk would block off the third lane to flow-through traffic and make these lanes true turning lanes. With two lanes remaining for flow-through traffic, the speed at which vehicles move would be reduced as they would be more constrained by street design and less comfortable speeding. These crosswalks are also a much more cost-effective way to improve safety for pedestrians and cyclists. With the opening of the LRT, STO buses will be re-routed away from King Edward Ave., which may also calm traffic.

This matter will be discussed at the LCA meeting in October. Come out to share your views on the best way to effectively slow traffic down on this dangerous avenue.

Ana-Maria Tarres is co-chair of the LCA Transportation Committee and lead person on the King Edward Avenue file.

Ottawa – Vanier candidates

The Echo invited the candidates from all the major parties in Ottawa-Vanier to submit an article (in English and French) setting out the issues they considered to be important and affect the lives of Lowertown residents. Candidates were limited to a maximum of 450 words in each language. These are presented in alphabetical order by party name.

Conservative Party candidate : Joel Bernard



A recent study found that nearly half of Canadian households are within just \$200.00 of making ends meet ev-

ery month. With rising debt and out of control budgets, it will mean higher taxes down the road and less protection against the next economic downturn. Under a government led by Andrew Scheer, we will make balancing the budget a priority, lower taxes and leave more money in your pocket. So, getting spending under control while leaving more money in your pocket is real compassion. Compassion for you right now and compassion for your children who will have to pay for the massive debt left behind by Justin Trudeau. We will start by removing the federal portion of the income tax on EI Maternity Leave Benefits; This means leaving up to \$4000.00 more in the pockets of new parents to help their new families.

Furthermore, we have a Real Plan for the Environment. We will hold big emitters to account and invest responsibly in green emissions technology. Our plan creates real benchmarks and most importantly, it creates good jobs. Canada must lead the world in new technologies for a cleaner environment without sacrificing responsible development of the energy sector. As you may know, the carbon tax introduced by the Trudeau government does not include the large emitters. In other words, you get to pay while they get to play.

Recently I wrote a letter to the Mayor, asking him to go back to the drawing board on his homeless first plan; I received no response. The 350-bed shelter to be built on Montreal Rd is luna-

cy at best. The Mayor and City council need to understand that the challenge to house the homeless belongs to all Ottawa communities, not just a few. What is proposed for Vanier is unacceptable and if I am chosen as your MP, I will make sure that no federal government involvement will occur until City Council comes back with a plan that sees all communities share in the challenge.

For years, you have been taken for granted by all levels of government. That is why I decided to run in Ottawa-Vanier. I want to make Ottawa-Vanier safer, more prosperous and a leader in community development. Its time to do politics differently, it's time for a voice, your voice at the table.

Green Party candidate Oriana Ngabirano



our emergency and social services, our health care and criminal justice systems – saving Canadian society money and empowering all citizens to overcome periods of hardship.

When elected as our Member of Parliament, I, Oriana Ngabirano, will work passionately to:

- Eliminate poverty through a Guaranteed Livable Income
 - End the war on drugs & invest in crime prevention
 - Create opportunities for youth entrepreneurship & rise civic engagement
- Review our democratic processes in order to engage more citizens
- Grow local & sustainable employment opportunities & address discrimination
- Promote and facilitate access to workplace childcare
- Support Housing First through the development and delivery of adequate affordable mixed housing solutions that are geared to income
- Develop a National Seniors Strategy
- Provide ongoing support to our veterans, including secure and generous pensions.
- Increase the manufacturer's responsibility in managing waste (recycling)
- Move forward with the environmental assessment for the proposed Truck Tunnel & insist on equity parameter
- Incentivize homeowners to update their appliances to energy efficient solutions through an expanded home renovation tax credit
- Invest in our tourism industries, which contribute more to our GDP than mining, telecommunications and food manufacturing
- Fund community supported agriculture, farmers' markets, small-scale farms and producers, and the wineries and microbreweries that Canadians love

All Canadians deserve to live with dignity. Yet one in seven of us struggle to make ends meet, find housing, buy groceries and live a healthy lifestyle.

"I am now convinced that the simplest approach will prove to be the most effective - the solution to poverty is to abolish it directly by a now widely discussed measure: the guaranteed income." Martin Luther King Jr. (1967)

The Ottawa Neighbourhood study says 36.6 percent of the residents in Lowertown make less than \$20,000 per year and 35 percent of the population under age 18 in Lowertown is living with low income.

These numbers have passed the alarming point and knowing that some social consequences of poverty are higher death rate, increase in hygiene and diet related diseases, increased crime rate and increased homeless rate, It's time we demand concrete action and results.

Poverty is a problem we can fix, and it is my number one priority.

Providing our most at-risk citizens with the resources they need to make ends meet greatly reduces the burden on

It's time to upgrade our economy and reclaim our democracy. We demand proportional representation because we want a fair system that:

- Places equal value on every vote
- Encourages cross-party collaboration and unity
- Allows us to adopt stable, long-term policies
- Encourages greater participation and voter turnout
- Increases Canadian political literacy

I want to assure you of my availability to discuss any and all of these matters.

Tous les Canadiens méritent de vivre dans la dignité. Pourtant, une personne sur sept a du mal à joindre les deux bouts, à trouver un logement, à faire l'épicerie et à mener une vie saine.

"Je suis maintenant convaincu que l'approche la plus simple s'avérera la plus efficace - la solution à la pauvreté consiste à l'abolir directement au moyen d'une mesure largement discutée: le revenu garanti." Martin Luther King Jr. (1967)

36.6% des résidents de la Basse-Ville gagnent moins de \$20, 000 par an et 35% de la population de moins de 18 ans de la Basse-Ville vit avec un revenu faible.

Ces chiffres ont dépassé le seuil alarmant et sachant que certaines des conséquences sociales de la pauvreté sont un taux de mortalité plus élevé, une augmentation des maladies liées à l'alimentation et à l'alimentation, un taux de criminalité accru et un taux de sans-abri accru. Il est temps d'exiger des actions et des résultats concrets. La pauvreté est un problème que nous pouvons résoudre et c'est ma priorité numéro un.

Fournir à nos citoyens les plus à risque les ressources dont ils ont besoin pour joindre les deux bouts allège considérablement le fardeau de nos services d'urgence et sociaux, de nos systèmes de santé et de justice pénale.

Une fois élue en tant que votre représentante au Parlement Fédéral, je compte travailler avec passion pour:

- Éliminer la pauvreté grâce à un revenu minimum garanti.
- Mettre fin à la lutte contre la drogue et investir dans la prévention du crime
- Créer des opportunités pour les jeunes entrepreneurs et accroître leur engagement civique.
- Revoir nos processus démocratiques afin d'inciter plus de citoyen à participer
- Accroître les possibilités d'emplois locaux et durables et lutter contre la discrimination.
- Promouvoir et faciliter l'accès aux services de garde en milieu de travail
- Appuyer l'élaboration et la mise en œuvre de solutions de logement mixtes et adaptées au revenu.
- Élaborer une stratégie nationale sur les aînés.
- Offrir un soutien continu à nos anciens combattants, y compris des pensions sûres et généreuses.
- Accroître la responsabilité des entreprises dans la gestion des déchets (recyclage)
- Procéder à l'évaluation environnementale du tunnel routier proposé et insister sur le paramètre d'équité.
- Inciter les propriétaires à adapter leurs appareils ménagers à des solutions éco énergétiques grâce à un crédit d'impôt élargi pour la rénovation domiciliaire.
- Investir dans nos industries touristiques, qui contribuent plus à notre PIB que les industries extractives, les télécommunications et la fabrication d'aliments.
- Financer des fonds pour l'agriculture communautaire, les marchés de

producteurs, les petites exploitations agricoles et les producteurs, ainsi que les établissements vinicoles et les microbrasseries que les Canadiens apprécient tant.

- Il est temps de moderniser notre

économie et de récupérer notre démocratie. Nous réclamons la représentation proportionnelle parce que nous voulons un système juste qui:

- Place la même valeur à chaque vote.

- Encourage la collaboration et l'unité entre les partis.
- Nous permet d'adopter des politiques stables et à long terme.
- Encourage une plus grande participation du public.

- Augmente l'éducation politique des canadiens(nes).

Je tiens à vous assurer de ma disponibilité pour discuter de toutes ces questions.

Liberal Party candidate: Mona Fortier



I would like to start by thanking the Lowertown Echo for offering you the opportunity to hear from all the candidates. This October 21st, residents have a clear choice to make when they cast their vote, and I hope to earn your trust, and the community's trust once again.

It is clear that we need to continue to take steps to protect our environment. The effects of climate change are everywhere, from extreme flooding to damaging wildfires, there are constant reminders of the need to act now. Since being elected, our government has worked hard to build a plan to protect the environment, grow the economy, and make life more affordable for Canadians. We have made historic investments in public transit including Stage II LRT right here in Ottawa, put a price on pollution and taken concrete steps to end the use of single use plastics in our country.

Constituents remind me every day of the need to do even more to protect our environment for future generations, so this is certainly an ongoing priority and we have always prioritized making progress in this regard.

Active transportation also goes hand in hand with environmental protection. Making it easier for residents to walk and bike around the city not only reduces emissions, but also encourages everyone towards a healthy lifestyle. That is why our government provided funds to the NCC and the City of Ottawa to repair, renew and build multi-use pathways in the National Capital Region. We are fortunate to live surrounded by so many green spaces and it is important that we provide everyone a safe and accessible way to enjoy them.

While Ottawa--Vanier continues to see new employers, and great economic opportunities for residents, I know that these opportunities are not equally distributed. Too many rely on food banks and emergency shelters, work a second job just to pay the bills, or skip vital medications in order to provide their children with the necessities. We can and must do more to address Ottawa--Vanier's economic inequality.

If re-elected, I will continue to fight for affordable housing that supports families, students and seniors, including advocating a housing first approach to address those who require temporary accommodation. I will also champion increases in the Canada Child Benefit to ensure that families have the support they need to send their children to camp, buy new boots, or just make life's necessities just a little easier to buy.

I am committed to protecting our environment and making life more affordable to reduce economic inequalities. Everyone deserves to feel like they can provide for themselves and their fami-

lies, all while knowing our planet is being protected for future generations.

J'aimerais commencer par remercier le Lowertown Echo d'avoir offert à tous les candidats l'opportunité de publier une lettre ouverte aux résidents. Ce 21 octobre, vous aurez un choix clair à faire quand vous irez voter et j'espère sincèrement gagner votre confiance à nouveau.

Les effets du changement climatique sont partout, des inondations extrêmes aux incendies dévastateurs, et ce sont des rappels importants de la nécessité d'agir maintenant.

Depuis notre élection, nous avons travaillé d'arrache-pied pour élaborer un plan visant à protéger l'environnement, à stimuler la croissance économique et à rendre la vie plus abordable pour les Canadiens. Ceci passe par des investissements historiques dans les transports en commun, incluant la deuxième phase du TLR ici même à Ottawa, un nouveau prix sur la pollution et la prise de mesures concrètes pour mettre fin à l'utilisation de plastiques à usage unique au pays.

Les électeurs me rappellent chaque jour la nécessité de faire encore plus pour protéger notre environnement pour les générations futures. Nous continuerons à travailler pour réaliser des progrès dans ce dossier prioritaire.

Le transport actif est un bon outil de protection environnementale. Faciliter la marche et le cyclisme réduit les émissions, mais encourage aussi les résidents à avoir un mode de vie santé. C'est pourquoi nous avons fourni des fonds à la

CCN et à la ville d'Ottawa pour la réparation, le renouvellement et la construction de sentiers à utilisations multiples dans la région. Nous avons la chance de vivre entourés de tant d'espaces verts et il est important que les sites soient accessibles et sécuritaires pour que tous puissent en profiter.

Bien qu'Ottawa-Vanier continue d'accueillir de nouveaux employeurs, je sais que tous les résidents ne sont pas égaux face à ces nouvelles opportunités. Trop de personnes dépendent des banques alimentaires et des refuges d'urgence, occupent un deuxième emploi pour payer les factures ou se privent de médicaments essentiels pour subvenir aux besoins des enfants. Nous pouvons et devons faire plus pour remédier à l'inégalité économique à Ottawa-Vanier.

Si je suis réélue, je continuerai à me battre pour des logements abordables au profit des familles, des étudiants et des personnes âgées, notamment en préconisant une approche de priorité au logement pour ceux en attente d'hébergement temporaire. Je me ferai également la championne des augmentations de la l'Allocation canadienne pour enfants pour que les familles puissent envoyer leurs enfants au camp, leur acheter des chaussures ou tout simplement boucler les fins de mois.

Je m'engage à protéger notre environnement et à rendre la vie plus abordable pour réduire les inégalités économiques. Chacun mérite d'être en mesure de subvenir à ses besoins et à ceux de sa famille, tout en sachant que notre planète est protégée pour les générations futures.

NDP candidate: Stéphanie Mercier

hope to speak to if given the opportunity to represent you all federally.

Recently, Lowertown has faced an influx of traffic and congestion. As proud as we are to be able to share our great city with tourists from all over the world there needs to be a balance. A lot of residents feel that the community identity of Lowertown comes secondary to accommodating tourists and commerce. The NDP and I know there can be a balance between economic development and protecting the values that are important to us.

I hope to be a strong voice on this in the House of Commons and around the community. Whether it's truck traffic, construction, or development – making sure that the residents of the community have someone who is willing to listen and stand up for their concerns is a priority for me.

Another essential part of our community's identity is language. Vanier and the surrounding neighbourhoods have a strong history of being a home for Francophones from Ontario, Canada, and internationally. Unfortunately, there's a lack of language support for those, like myself, who use French as their primary language. Through the creation of the Action Plan for Official Languages, we are going to improve access to services in your official language of choice.

We also plan to bring the Official Languages Act up to date so we can make sure minority language rights are protected and that minority languages get a seat at the table when there are decisions that impact them directly. I am a proud Franco-Ontarian working in a francophone hospital so to be able to speak to the experiences of francophone residents is something that will come naturally to me.

Finally, when it comes to Ottawa we can't help but bring up the natural beauty that we're so lucky to have right in our backyard. The Ottawa river valley and all its flora and fauna need protecting so we can continue to enjoy this truly awe-inspiring beauty. Through banning single-use plastics and supporting municipalities to better manage waste and recycling, the NDP will help keep Ottawa and Canada clean for many generations to come.

It is truly my pleasure to put my name on the ballot to be the NDP candidate for Ottawa-Vanier and I hope you'll all give our platform an in-depth look and lend me your support come election time.



I am a proud Ottawa-Vanier resident. I've studied here, worked here, and am excited to represent Ottawa-Vanier in the House of Commons. The New Democratic Party (NDP) and I know what matters to ordinary Canadians and the residents of Lowertown are no different. These are just a small number of issues I

William St. Update, Lowertown Traffic Calming



Mathieu Fleury, Councillor

There has been lots of action on William Street this summer. There was the official opening in June and the much more shocking saga of the fire.

Starting with the positive story – the pedestrian plaza which is located on William Street between George and York has seen great success this summer. This block was closed to cars for the season and it was turned into a prominent pedestrian area. This new area provides more seating and greenery as well as space for entertainment.

Recently, a drinking fountain has been added as well.

The plaza is a joint venture of Ottawa Markets and the City of Ottawa, and it will be open until November. However, the plan is to reinstitute the plaza annually when the weather gets warmer.

In other news, the William St businesses that were affected by the fire in April will be rebuilding in the spring. The City has granted the heritage permits and the demolish permits for the unsafe areas have been ordered.

Although it won't be a quick transition, we are optimistic that William St will be restored to how it looked prior to the fire. All parties are very adamant about maintaining the existing stone facade. We wish these businesses well in their reconstruction ventures.

Finally, the long-awaited Lowertown East Area Traffic Management Plan is starting in late August. For those of you unfamiliar with this project the City studied the area between

King Edward, the Rideau River, St Patrick St and Rideau St for ways in which to lower traffic speeds and reduce cut-through traffic. The goal is to make these residential streets safer for all road users.

The plan includes new pedestrian crossovers, speed bumps and intersection narrowings. The first intersection on the docket is Cobourg at Clarence St East. The project is set to be completed by the end of November. We look forward to the finished result.

Le point sur la rue William et la modération de la circulation

L'été a été bien rempli sur la rue William. Il y a eu l'ouverture officielle en juin, puis les nouveaux épisodes de la bouleversante saga de l'incendie.

Commençons par la bonne nouvelle : l'esplanade piétonnière de la rue William, entre

la rue George et la rue York, a remporté un vif succès cet été. Le quadrilatère, fermé à la circulation automobile tout l'été, s'est transformé en importante zone piétonnière. Ce nouveau secteur comprend des bancs publics et de la verdure, ainsi que des espaces de loisirs. Récemment, on y a aussi installé une fontaine d'eau potable.

Fruit de la collaboration entre les Marchés d'Ottawa et la Ville d'Ottawa, l'esplanade sera ouverte jusqu'en novembre. Le plan consiste toutefois à la rouvrir chaque année, dès le retour du beau temps.

+++Par ailleurs, les commerces de la rue William touchés par l'incendie d'avril seront reconstruits au printemps. La Ville a délivré les permis patrimoniaux et a demandé les permis de démolir dans les zones dangereuses.

Même si la transition ne se déroule pas rapidement, nous avons bon espoir que la rue William redeviendra ce qu'elle était avant l'incendie. Toutes les parties prenantes tiennent absolument à préserver la façade de pierre existante. Nous sou-

haitons beaucoup de succès aux commerces dans leurs activités de reconstruction.

Enfin, nous lancerons à la fin d'août le Plan tant attendu de gestion de la circulation dans le secteur de la BasseVille Est. Pour ceux d'entre vous qui ne connaissent pas ce projet, la Ville a étudié le secteur compris entre l'avenue King Edward, la rivière Rideau, la rue St-Patrick et la rue Rideau et s'est penchée sur les moyens de réduire les limites de vitesse et la circulation de transit. L'objectif consiste à améliorer la sécurité de ces rues résidentielles pour tous les usagers de la route.

Le plan prévoit de nouveaux passages pour piétons, des dosd'âne et des avancées de trottoirs aux intersections. La première intersection inscrite au programme est celle de la rue Cobourg et de la rue Clarence Est. Le projet devrait s'achever à la fin de novembre 2019. Nous avons très hâte d'en voir le résultat une fois les travaux terminés.

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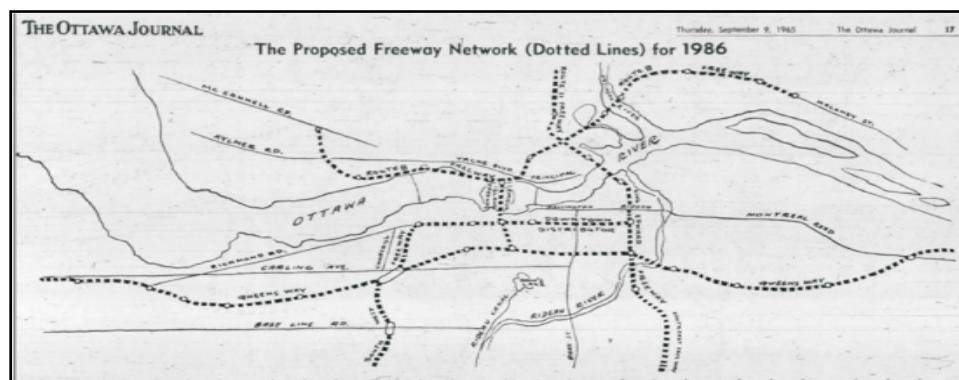


The 1960s King Edward Freeway Plan

By Jolson Lim

In the 1960s, roads and highways were a much more important part of the urban-planning principle than public transportation. Ease of access by car into city centres defined urban progress. Planners attempted to ease traffic congestion, which was growing more problematic with ever increasing car-ownership rates.

In September 1965, the Ottawa-Hull Area Transportation (OHAT) study was published. The study recommended millions be spent on highway construction in Ottawa, with a top price pegged as high as \$1 billion. The plans included a King Edward Freeway to connect the soon-to-be-completed Queensway with the Macdonald-Cartier Bridge to Hull. The means proposed for this connection was a six-lane sunken highway running north-south along Nelson Street and Henderson Avenue parallel to King Ed-



A map of the Ottawa Hull Area Transportation Study of 1965 showing the proposed King Edward Freeway. Ottawa Journal, Sept 9, 1965.

the Ottawa Journal saying the city "must not allow this report to gather dust in desk drawers as so many do."

The planning for the King Edward Freeway coincided with Ottawa's largest and Canada's second-largest urban-renewal project just getting underway in Lowertown. Entire city blocks were being expropriated, and new housing, with new winding roads connecting to main

nue, still a leafy two-lane avenue with a treed median, would be set aside for municipal office buildings. Existing buildings such as the Champagne Baths and 189 Laurier Ave. East, then a historic upscale apartment which is now the Angolan embassy, were to be demolished in the process.

By 1968, residents in Lowertown and Sandy Hill were sharply criticizing the freeway plan. A neighbourhood study was demanded. In March of that year, amidst growing community opposition and the prospect of reduced funding for the project from the province, City Council decided the construction of the Freeway would be too costly.

Community activists and local politicians said Lowertown and Sandy Hill had dodged a bullet. However, it didn't end there. If community groups have learned anything over the years, it is that planners seldom give up that easily. There might not be enough funding at the moment, but the freeway was still there on paper.

Criticism of the freeway plan in Lowertown fused with complaints about urban renewal. In 1969, residents and businesses brought their complaints to the Ontario Municipal Board. Momentum for cancelling the freeway picked up in September 1970 when another arterial road, the Vanier Parkway, was approved by City Council. Anti-freeway

groups and leaders saw it as an alternate route connecting Hull with the Queensway that would cause fewer homes to be demolished and fewer communities uprooted.

In February 1971, National Capital Commission chairman Douglas Fullerton said that the plan for the freeway was "a monster conceived in sin and born out of OHAT." Nevertheless, mayors Ken Fogarty and Pierre Benoit, alongside most regional and city planners, continued to support the plan, and the route was still recommended for construction by Council that year.

In 1973, meetings between Sandy Hill residents and the city produced compromise ideas, one of which was a six-lane King Edward-Henderson arterial road, which planners saw as having a more natural alignment connecting the crossing to Hull and the Queensway. The two other options that arose around that time were a grass-covered tunnel freeway, and an alternate route on Nicholas and Waller streets, around Sandy Hill.

City Council and Regional Council eventually supported the Nicholas-Waller route to Rideau Street. The tunnel idea was rejected as inadequate to reduce congestion and not worth its cost. After the Vanier Parkway was stopped from entering New Edinburgh and connecting with the Macdonald-Cartier Bridge, the default for heavy traffic became a widened King Edward Avenue, north of Rideau.

Problems with heavy traffic downtown continue to worsen and serious debate about what to do persists. Although Lowertown and Sandy Hill were spared devastation from the freeway, the legacy of inappropriate and inadequate highway construction continues to define much of Ottawa's current local politics.

Jolson Lim was a Lowertown Community Association Canada Summer Jobs' student in 2016.



A model of the 1967 Lowertown urban-renewal plan that included the King Edward Freeway and adjacent office towers as the last phase of the plan. Ottawa City Archives.

ward Avenue and skirting the east side of the University of Ottawa campus. This freeway would essentially carve Lowertown and Sandy Hill in two.

The OHAT study was lauded by politicians and transportation bureaucrats at the time. Mayor Don Reid was quoted in

arteries, was replacing old residential buildings built around square blocks.

The plan for the King Edward Freeway was integrated into the urban-renewal scheme for Lowertown. The land between the proposed six-lane highway on Nelson Street and King Edward Ave-

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October 5 2019 - 6:30 PM
Raise a Glass! Whiskey Tasting Fundraiser in support of No Stone Left Alone



Lowertown bicycle lore

Bingham, Barber and Bicycles

By Nancy Miller Chenier

Liz MacKenzie found a "Proverb for the Times" about bicycles pasted in her great grandmother's 1896 diary. This was the year of a large increase in bicycle popularity in Ottawa.

The mayor at the time, Samuel Bingham, would have appreciated the saying "Bicyclists of a feather flock together." In 1897, the Ottawa Citizen reported that Mayor Bingham, accompanied by a guard of four riders from the city police force, was at the head of a parade of cyclists. According to the newspaper: "Fully seven hundred wheelmen of the Capital were in line and the procession was nearly two miles long."

Lowertown children like Tom Barber, who hitched rides with a friend, proba-

bly would have liked "A wheel in need is a wheel indeed."

Liz's great grandmother reportedly was also an avid cyclist, and according to Harper's Magazine, 1896 was the year that women "have boldly come to the front as riders, challenging male competition, and making a fashion of that which before was an eccentricity."

The list of proverb included a variety of pithy one-line expressions that she obviously enjoyed.

*Love me, love my wheel.
Bicycle boots cover a multitude of shins.
What cannot be biked must be walked.
'Tis better to have biked and busted than never to have biked at all.*



Mayor Bingham with bicycle in Metcalf Square 1890s



Tom Barber with friend

Joseph Alfred Gendron

Gendron Fabricant des bicyclettes et des wagons/ Manufacturer of Bicycles and Wagons
114-120 Wurtemburg

Extrait/Extract: 2017 Guide du parcours piétonnier du Désignation patrimoniale du Parc Macdonald Gardens/Walking Guide for Macdonald Gardens Park Heritage Designation

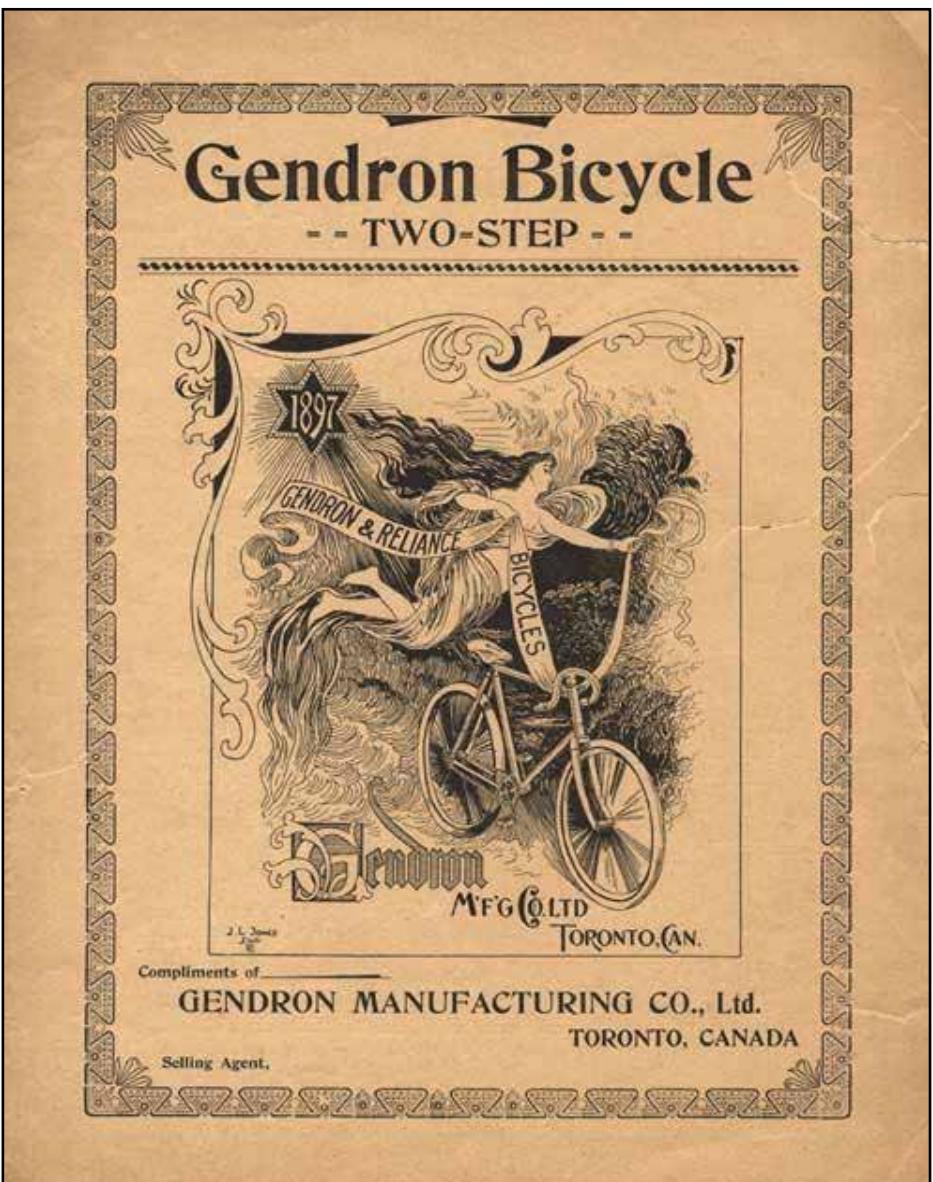
En 1908, Joseph Alfred Gendron (1840-1916) acheté le terrain le long de la rue Wurtemburg qui était la propriété de l'ancien avocat en chef de Louis Riel, Charles Fitzpatrick, qui était alors Juge en chef de la Cour suprême du Canada. Vers 1912, il y avait deux maisons sur le terrain, une petite au coin de la rue Clarence et l'imposante maison au coin de la rue Heney, la demeure de Joseph A. Gendron et sa famille.

Joseph Alfred Gendron avait quitté Toronto où il avait établi l'usine de la Compagnie Gendron dans cette ville. Cette compagnie, renommée pour ses bicyclettes, les premiers à être équipés de roues à rayons légères créées par son frère Pierre

à Toledo, en Ohio, produisait aussi des poussettes, des voitures et des fauteuils roulants. Pendant qu'il assurait la gestion de l'usine à Toronto, M. Gendron était aussi un inventeur avec plusieurs brevets à son nom au Canada et aux États-Unis.

In 1908, Joseph Alfred Gendron (1840-1916) purchased the full lot along Wurtemburg Street from Charles Fitzpatrick, former chief counsel for Louis Riel and now newly appointed Chief Justice of the Supreme Court. By 1912, the lot had two dwellings – a small one at the Clarence corner and this large one at the Heney corner with Joseph A Gendron and family members in residence.

Joseph Alfred Gendron moved from Toronto where he was credited with the establishment of the Gendron Manufacturing Company in that city. Famous for its bicycles that first used lightweight, wire-spoke wheels developed in Toledo Ohio by his brother, Peter, the company also produced baby buggies, wagons and wheelchairs. In addition to supervising the Toronto factory, Gendron was an inventor with several patents recorded in the United States and Canada.



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La petite histoire des tramways entre Hull et La Basse-ville

Par Michel Rossignol

Entre les années 1890 et 1950, des tramways faisaient la navette entre la Basse-Ville d'Ottawa et la Ville de Hull (aujourd'hui le secteur Hull de la Ville de Gatineau). La compagnie « Ottawa Electric » a été la première à prolonger une ligne de tramways jusqu'à la ville voisine. Avec le maire d'Ottawa aux commandes, un tramway de cette compagnie a voyagé dans les rues de Hull pour la première fois le 31 décembre 1896.

Les tramways ottaviens, qui partaient de la rue St. Patrick dans la Basse-Ville pour se rendre, via la rue Sparks, à la traverse des Chaudières, entraient ensuite dans Hull, juste quelques rues jusqu'au terminus, afin de changer de direction et retourner à Ottawa. La ligne Hull-St. Patrick fut pendant longtemps la plus rentable de la « Ottawa Electric ». Comme récompense, les tramways ottaviens qui reliaient les deux villes passaient la nuit sagement dans le « Car barn », le garage de tramways sur la rue Cobourg.

À Hull, la compagnie « Hull Electric » tenait mordeux à faire concurrence à la compagnie ottavienne. Elle a donc obtenu des propriétaires du Pont Royal Al-

exandra le droit de passage sur celui-ci. Le 12 juillet 1901, un tramway de la « Hull Electric » a passé pour la première fois sur le pont. Jusqu'aux années 1940,



Dans cette photo, prise probablement dans les années 1920, des tramways de la compagnie « Hull Electric » passent le long du Canal Rideau entre la Gare Union et le Pont Royal Alexandra. Photo : Canada, Ministère de l'Intérieur/BAC/PA-034235.

les passagers pouvaient voyager dans des tramways de Hull qui traversaient le pont et passaient le long du Canal Rideau pour se rendre jusqu'au terminus, sous le pont, entre l'Hôtel du Château Laurier et la Gare Union. Les tramways retournaient à Hull par le même chemin. Cependant, au fil des ans, les retards fréquents et d'autres problèmes avec les tramways ont causé beaucoup

de mécontentement chez les résidents et les élus de Hull. La Ville de Hull a donc décidé de remplacer tous ses tramways avec des autobus, mais il a fallu attendre la fin de la Deuxième Guerre mondiale pour le faire. Cette décision a eu un impact sur la Basse-Ville car après la réparation des dommages causés par le feu de mars 1946 sur le pont, il y avait maintenant des autobus de Hull qui circulaient sur la rue Mackenzie et dans le Marché By.

Ayant remplacé tous ses tramways avec des autobus, Hull demanda à Ottawa en 1954 de faire la même chose, au moins pour les tramways qui se rendaient jusqu'au terminus de Hull. Ottawa pouvait difficilement refuser cette demande car elle était justement en train d'enlever les tramways (et les rails) de la Promenade Sussex et songeait déjà à remplacer tous ses tramways (chose qu'elle a fait en 1959). Un tramway d'Ottawa a quitté le terminus de Hull pour la dernière fois le 27 novembre 1954. À l'époque, on ne réalisait pas les avantages de l'électrification des transports.

Cobourg car barn: 110 Cobourg Street

Extract/Extrait: Walking Guide for Macdonald Gardens Park Heritage Designation 2017
Extrait: 2017 Guide du parcours piétonnier du Désignation patrimoniale du Parc Macdonald Gardens

The design: Built in two sections, (1908 and 1913), the final brick structure had ten tracks, each with service pits that ran the full length of the building. Nearby residents often heard bells and grating metal as the streetcars backed into the barn after a busy day of driving passengers.

The route: The streetcars arriving and leaving the barn ran along Cobourg Street. When leaving, the cars would always turn right and make their way towards



Rideau Street. To return, the cars would proceed from

St. Patrick Street, turning onto the north end of Cobourg. At the barn, helpers would assist operators to navigate their streetcars onto the assigned tracks.

The end: In 1948, the Ottawa Electric Railway was sold to the city and became part of the Ottawa Transportation Commission. Streetcars were gradually phased out of use and on May 1, 1959, the last car to run from Britannia backed into the Cobourg Barn. After some debate, the Cobourg Car Barn was finally demolished and replaced in 1965 by Macdonald Manor, which provided affordable housing for seniors.

Le garage de tramways: 110 rue Cobourg

Le bâtiment: Construit en deux sections, (1908 et 1913), la dernière version de la structure en brique avait dix voies ferrées, chacune ayant une espace de travail pour l'entretien sur toute la longueur de l'édifice. Les gens qui demeuraient près du garage entendaient souvent des bruits de cloches et des grincements métalliques alors que les tramways reculaient dans le garage après une longue journée à transporter des passagers.

Le parcours Les tramways arrivaient et quittaient le garage sur des rails sur la rue Cobourg. Au départ le matin, les tramways tournaient toujours à droite pour aller vers la rue Rideau. Au retour, les tramways passaient par la rue Saint Patrick pour tourner au coin nord de la rue Cobourg. Lorsque les tramways arrivaient au garage, des préposésaidaient les opérateurs à reculer les tramways sur les voies ferrées à l'intérieur qui leur étaient assignées.

La fin En 1948, la compagnie (Ottawa Electric Railway) a été vendue à la ville et faisait maintenant partie de la Ottawa Transportation Commission. Les tramways ont été retirés du service de façon graduelle et le 1er mai, 1959, le dernier tramway à faire le trajet de Britannia a reculé dans le garage de la rue Cobourg. Après quelques débats, le garage de tramways de la rue Cobourg a finalement été démoli et a été remplacé en 1965 par le Macdonald Manor, un logement à prix abordable pour les aînés.

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Herman Thorbahn et famille sur la rue King

Par Chantal Gaudreault
(3 fois petite fille d'Herman)

Lorsque j'étais enfant, ma grand-mère me racontait l'histoire de son grand-père avec beaucoup de passion et de conviction. Ses émotions étaient véhiculées par le fait qu'il avait immigré de l'Allemagne pour s'établir au Canada, au milieu du 19e siècle. Elle insistait sur certains événements dramatiques, comme le voyage long et tumultueux voyage, et le départ de la famille sur un petit bateau avec quelques vêtements dissimulés dans un coffre en bois, de la nourriture et un gros miroir. Des passagers seraient décédés pendant le voyage et on aurait jeté les corps à la mer. Le récit de ces événements évoquait en moi des sentiments terrifiants, étant donné qu'à l'époque, il fallait très peu d'information pour susciter de la stupéfaction.

Les Thorbahns ont vécu au 71, avenue King Edward, de 1870 à 1901. En consultant des cartes anciennes, je constate qu'il y avait un impressionnant conglomérat de bâtiments derrière la maison où on préparait la viande pour la vendre en boucherie. Ces bâtiments sont identifiés comme un abattoir, une usine de saucisses, un fumoir et une chambre froide. La maison a été détruite pour la création du parc King Edward par la Commission d'amélioration d'Ottawa autour de 1901.



Herman Thorbahn, boucher



La maison Thorbahn, 71, avenue King Edward, autour de 1875

Au fil du temps, j'ai appris quelques fragments de l'histoire de Theodor Friedrich Hermann Thorbahn (1841-1898). Ma grand-mère, Mathilde Rochon, parvenait à me décrire un peu plus son tempérament et me parlait de ses aspirations. Finalement, je n'en savais pas vraiment beaucoup plus sur ce personnage mystérieux, sauf qu'il était belliqueux envers ses proches, très généreux pour sa communauté et très hostile à la religion catholique (il était luthérien). Pourtant, il avait épousé une Canadienne française pure laine et très catholique en plus! Elle se nommait Odile Viau et était originaire de la région de Montréal. Grand-Mère Mathilde me disait aussi qu'Hermann s'était bien établi à Ottawa et avait ouvert une boucherie spécialisée dans la viande de porc ayant pignon sur une rue du marché By.

Un peu plus tard, j'ai su qu'il avait donné une somme d'argent considérable à la communauté allemande pour bâtir l'église luthérienne Saint-Paul, sise sur la rue Wilbrod, au coin de l'avenue King Edward. Grand-mère ne donnait presque aucun détail sur la famille, sauf que son grand-père avait une sœur ayant épousé un dénommé Moeser. De temps en temps, elle me décrivait la

maison de pierres que son grand-père avait fait construire au 71, avenue King (King Edward) coin Boteler. C'était une rareté dans le quartier puisque la plupart des maisons étaient en bois à l'époque. Aussi, il me semble que ma grand-mère



avenue King Edward à la rue Guigues, 1938

ne visitait pas très souvent Hermann et Odile, mais elle se rappelait qu'elle aimait bien courir sur l'immense véranda qui entourait leur maison. Et puis, très souvent un souvenir hideux refaisait surface et elle me confiait qu'elle avait vu chez son grand-père des fermiers jeter à la rivière (Rideau) des tonnes de patates restées invendues.

Bref, les détails mentionnés ci-haut sont les seuls qui m'ont été transmis par la petite-fille de Hermann Thorbahn, jusqu'au jour où en mettant de l'ordre dans un placard, j'ai trouvé une grosse boîte de photos qui appartenait à ma grand-tante Alice Rochon. À partir de ce moment, l'histoire d'Hermann Thorbahn bascule et se corse...

Je trouve dans cette boîte une panoplie de documents et de photos, plusieurs directement reliés à la famille Thorbahn. Parmi les photos, il y en a une sur verre de la maison au 71, avenue King. La description détaillée transmise par ma grand-mère correspond tout à fait à ce que je vois sur la photo. Une belle et grande maison à deux étages, en pierres grises, entourée d'une véranda avec des colonnes et une balustrade en bois peints en blanc, trois cheminées de briques et, à l'arrière de la maison, une remise en bois. Pour l'époque, cette maison se caractérise comme étant « bourgeoise » par rapport à celles du quartier.

De plus, je trouve des découpages de journaux et, dans la section « nécrologie », il y a l'avis de décès d'Hermann. Finalement, je connais la cause de son décès : cancer de la gorge. Dans mes découvertes subséquentes, il y a de nombreuses photos d'Hermann, de son épouse Odile, de sa fille Mathilde, de son frère Carl, de ses sœurs Johanna, de Caroline, de Sophie, de Christina, de son père Johann Johachim... La plupart des photos sont identifiées et toutes ces trouvailles m'incitent d'autant plus à commencer mon arbre généalogique en bonne et due forme.

Et voici que j'apprends à démasquer l'univers Thorbahn, car une foule de

données et de messages m'inondent et dans ce charivari, je parviens à faire de l'ordre là aussi.

Enfin, ce qui reste pour moi de plus mystérieux est la découverte d'une inscription au registre du Cimetière Beechwood qui mentionne le nom de Christian Thorbahn, oncle d'Herman Thorbahn, habitant le 71, avenue King, décédé à l'âge vénérable de 95 ans le 4 septembre 1890. L'oncle ne paraît pas dans les recensements, et ma grand-mère n'a jamais mentionné son existence... À suivre...

Porter's Island Bridge at 125 years

By Nancy Miller Chenier

Hidden in the greenery between the bridges of St Patrick Street and Island Lodge Road is the oldest intact bridge in Lowertown and probably all of Ottawa. Built in 1894, this distinctive iron bridge was needed



Porter's Island bridge as viewed from the water and the air

to provide access to the isolation hospitals on Porter's Island.

It was constructed by Dominion Bridge in Lachine Quebec, probably the first Ottawa contract for this company that went on to build the Alexandra Bridge in 1898 and the Minto Bridge in 1900. Under the ownership of the City of Ottawa, the wooden planking has been

bridge is recognized on the Ontario Heritage Bridge List as having cultural-heritage value and being worthy of conservation efforts. The bridge is also listed internationally on a historic bridges inventory based in the United States, HistoricBridges.org.

The Porter's Island Bridge has endured more than a century of traffic. It

left to rot and the metal structure to acquire rust. But the stone piers continue to stand solidly in the Rideau River.

Having allowed this historic bridge fall into disrepair, the City would now like to demolish it. This option is being considered despite the fact that the

provided pedestrian and cycle access from 1894 to 1996. John and Charlotte Brady's family, who functioned as caretakers at the early isolation cottages, were regular pedestrians on the bridge. Provincial and municipal officials visited to report on conditions at the smallpox hospitals. And journalists and other curiosity seekers crossed the unguarded bridge to converse with patients.

By 1950, pedestrian traffic included the more than 800 lacrosse fans in attendance when the new permanent lacrosse box opened on the Island.

The bridge also supported decades of vehicle traffic with a mixture of horse-drawn carts, motor cars, ambulances, army jeeps and motorcycles as well as city trucks passing over it daily. The early isolation cottages were serviced by horses and carts delivering patients as well as groceries and firewood. A few years after the Hopewell Hospital opened in 1913, the City's Board of Health discussed the need for a motor ambulance for the hospital.

When Canada entered the Second World War in 1939, the transportation role of the bridge changed. Ottawa's Board of Control approved the federal government takeover of the isolation hospital for use by the military. From then until the end of the war, military vehicles traversed the bridge daily.

Affectionately dubbed "Little Alcatraz", the Porter's Island Military Hospital had the capacity to house 106 patients, including a separate ward for contagious cases. Later an H-shaped structure was added to the facilities. After National Defence closed this hospital in late 1944, the Canadian Provost Corps (military police) occupied the island until the end of the war.

Buildings left on the island after the war reverted back to the City. When many veterans were unable to find housing for their families, the post-war facilities became shelter for those in need of a home. Some families continued to live on the island until the mid-1950s, when a number of residences for seniors were built over the next fifty years.

Today the official pedestrian entrances at both ends of the bridge are closed, but occasional intrepid individuals still find a way to gingerly traverse the two spans for various purposes.

This heritage bridge that contributed so much to Ottawa's social and military history deserves to be granted a fresh life as a positive space for people to enjoy. Sheltered from busy traffic, this unique historic structure could offer new uses for all ages, watching migratory and other birds, viewing art from local schools, or simply getting pleasure from the slow-flowing river.

A game of Pooh sticks anyone?

Early Travellers



Algonquin Anishinabeg people once travelled along the Rideau and Ottawa rivers, hunting, fishing and gathering along the waterways and through thick forests in search of food. Historical accounts indicate that groups travelled by foot or canoe in the summer months, and by snowshoe in the winter. Their knowledge of the area led surveyors involved in the construction of the Rideau Canal to use them as guides

through the forests and swamps. Merchants in Bytown were eager to buy their furs and new residents often relied on the medicinal knowledge and midwifery skills of the women.

The 1830 watercolour by James Pattison Cockburn shows an encampment along the Rideau River (Royal Ontario Museum).

Teleportation in Lowertown?

By Nancy Miller Chenier

What if William Shatner, a.k.a. Captain James T. Kirk, had known he could have said "Beam me up." when he was eating at the lunch counter of the newly enlarged Woolworth's on Rideau Street in the 1950s?



Maybe then he would have avoided developing a violent reaction to fruit salad. In a 1966 Ottawa Journal story, he recalled that "Daily, and sometimes twice a day ... I shelled out 27 cents for a plate of fruit salad at a lunch counter in Ottawa. It helped make my budget work but to this day I not only can't bear the sight of the stuff but I react somewhat violently at its very mention."

After William Shatner graduated from McGill University in 1952, he joined the Canadian Repertory Theatre located in La Salle Academy on Guigues Street. While acting there, he recalled that he did one play a week, got paid little, and stretched his meagre earnings at 47 Rideau Street, where the Woolworth store claimed to have the longest lunch counter in Canada at 183 feet.



Captain Kirk teleports back to a typical Woolworth lunch counter

William Shatner's extensive career in the television series Star Trek is well known, but his years performing in Ottawa theatre less so. He often referred to his Ottawa period, where he spent time before he joined the Stratford Festival in the mid-1950s. Besides his mem-

ories of the Woolworth lunch counter, he mentioned another regular experience where a teleporter would have helped: "a highway from Ottawa to Montreal on which I nearly got killed every time I travelled back home."

A Coffee Break in the Market

Taking a moment to savour the morning
By Katherine Solomon

I walk through the ByWard Market every day to be at my office for 8 a.m. It may seem like an unreasonable hour for some, but there is something special about the air first thing in the morning, and I almost forget myself listening to the delivery trucks in the distance and watching the street vendors set up shop. The sun casts a blue light over the buildings, and the air is so incredibly fresh. Before anything begins, I realize today holds as much promise for good things as it possibly could.

Nothing completes the feeling of a good morning like a great cup of coffee in one hand and a special little treat in the other. Being in the ByWard Market every morning there is no shortage of places to stop in.

Depending on how much time you have, and what your tastes dictate, you have a world of choice just steps away. Regulars know about a quick morning pick-me-up to-go of an espresso and a chocolate almond croissant at The French Baker on Murray Street. Enticing arrays of baked goods are made onsite, so you are guaranteed to enjoy a special treat with your morning coffee.

If you enjoy a more relaxed coffee break, head over to i deal Coffee on Dalhousie Street where coffee beans are roasted 2-3 times a week out in the open for everyone to see. Coffee doesn't get much fresher. The modestly charming coffee house is edged by a patio that feels more like a country cottage porch, with a canopy of trees filtering the sunbeams as you walk to the entrance. "Relaxed" doesn't come close to how peaceful a cup of coffee on the patio can seem.

While we're on the topic of atmosphere, be sure to set aside some time

for a break at Planet Coffee, just off York Street, and which has been serving up organic, fair trade coffee to locals and visitors alike. The peaceful location in Clarendon Courtyard invites devoted patrons to love the cool afternoon shade the surrounding historical buildings have to offer, while delighting in a good cup of coffee and a slice of freshly baked Planet Coffee Cake.

If you've never strolled through the ByWard Market before the day truly begins, you are missing out on a truly romantic time of day. Take a coffee break before you begin your day, and listen to the quiet pulse of a city getting ready to come alive once again.

Visit www.bward-market.com for more information on ByWard Market coffee shops.

Katherine Solomon is the Marketing & Communications Coordinator, ByWard Market BIA

Pedestrianization of William Street

By Jeff Darwin

This issue of The Echo broadly examines Lowertown automobile traffic, and I cannot think of a more informative measure of the significance of traffic here in Lowertown than this summer's full closure of William Street to cars and trucks. We now view our own local street closure as more of an indicator, rather than a temporary process, because it has truly been an unqualified success in the pedestrianization of one of our public spaces this summer--as we knew that it would be--based on more than a year of ByWard Market-specific research.

Early this year, Ottawa Markets formally proposed the closure of the final portion of William Street (the Clarence to York and the George to Rideau segments were closed years ago), based on what we knew had already worked well in Halifax with Argyle Street, in Calgary with Stephen Avenue and in Montreal with an incredible 56 pedestrian-only streets including Rue Ste-Catherine. What the City of Ottawa eventually accepted from Ottawa Markets, was the ByWard Market's "William Street Pedestrian Plaza".

This popular plaza has been very well used, universally loved and most importantly the few initial critics were silenced, because it has been good for our local businesses too. And what's more, from a traffic perspective, the chaos and increased congestion on Dalhousie and Sussex streets that was predicted by a few from within the car culture never came to pass this summer.

So, how did Ottawa Markets know in advance that the closure of William Street between York and George would be so successful from a traffic perspec-

tive? We simply counted the pedestrians and cars on this little stretch of asphalt. We did this because our research on newer pedestrian malls or plazas around the world showed us that there was a popular and growing trend towards turning urban-core streets over to the people. Identifying streets ready to be converted to pedestrian use came down to a simple tipping point of the EXISTING utilization of a given street and its sidewalks between pedestrians and automobiles.

Drivers seeking convenient car storage or a commuting shortcut always seem to find another way. Basically, much of our research suggested that once a street has a year-round ratio of three or more pedestrians on the sidewalks to every one automobile over most time periods, the street is a prime candidate for becoming a public, non-automotive, space.

Square", we had already confirmed that on the sidewalks of William Street between York and George specifically, at virtually any time of the day and in any season, there were already five pedestrians for every automobile using that stretch.

Further, virtually all the automobiles that were moving on William appeared to be single occupant, and most were either cutting through south-bound, or were circling the block to find the most convenient or least expensive on-street parking space available.

At Ottawa Markets, we have been privileged to help demonstrate that - in the summer of 2019 at least - your William Street Pedestrian Plaza enabled a small part of our Lowertown to be compared to some great pedestrian-friendly cities like New York, Santa Monica, Copenhagen, Florence and Paris. Well done Lowertown!



The little train proved to be a popular attraction, especially on weekends as it threaded its way through the crowds.

When Ottawa Markets submitted its February 2019 proposal to the City of Ottawa entitled "Proposal for Implementing Pilot Pedestrian Malls on William Street and ByWard Market

Jeff Darwin is the Executive Director at Marchés d'Ottawa Markets

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Check it out on page 2.
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Business profile: Scooteretti

Experience the e-smile: Try an e-bike

By Christine Kilfoil

William Leishman, owner of Scooteretti, located at 85 Murray Street in the ByWard Market, thinks everyone should "experience the e-smile". William says: "I have never had someone try out our e-bikes and not love it". In 2010 William launched Scooteretti, a company that manufactures and sells high-quality electric vehicles and accessories. The business originally opened on Dalhousie Street, and moved to their newer and larger Murray Street location in 2015.



William Leishman poses with some of his popular e-bikes.

Photos by Christine Kilfoil

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Electric bikes are a growing global trend that have taken hold in Canada. In Ottawa, e-bikes are now a common form of transportation, and fully accepted on our roads. William explains that the power-assisted bicycle is both economical and eco-friendly. The bike runs on a battery-powered motor that assists the rider. It is equipped with an easy-to-use computer device that can be programmed to increase or decrease the power assist.

The device allows the rider to obtain the benefits of exercise, but to turn to the power assist when needed. "For those who think they cannot bike over to Gatineau Park because it is too far for

them, the power-assisted bike means the hills of Gatineau Park are easily within reach", says William.

Scooteretti electric bikes are a great alternative to driving. The bike appeals to both the 55-plus rider looking for a power assist as well as the 20-something rider looking to go further and faster. The e-bike appeals to urban commuters, one of William's biggest markets right now.

For anyone who has experienced Ottawa rush-hour gridlock, e-bikes are attractive to anyone looking for a faster and more efficient way to get from home to work and back. It is also cheaper than a car, and has the added benefit of personal fitness for the rider. It is also easier on the environment.

The electric cargo bike is another popular alternative for parents with children. William says the long-tail bikes can carry up to two child seats and be upgraded as the children get older. He jokes that "they can eventually be adapted for the kids to carry the parents on the back."

As William points out: "Why spend 30 minutes or more in traffic dropping kids off at school when you can safely be in and out in minutes on an e-bike?" William notes that an e-bike is a great alternative to a second car.

No license or insurance is required to start riding, and if you can ride a bike, you can ride an e-bike. William says the bikes have a minimum lifespan of 10 to 15 years and can go 100 kilometres between charges. The maximum speed of an e-bike is 32 kilometres under electric assist.

Canadian winters are not a barrier to the e-bike, which is designed to allow the rider to use it 12 months of the year. There is a wide range of clothing

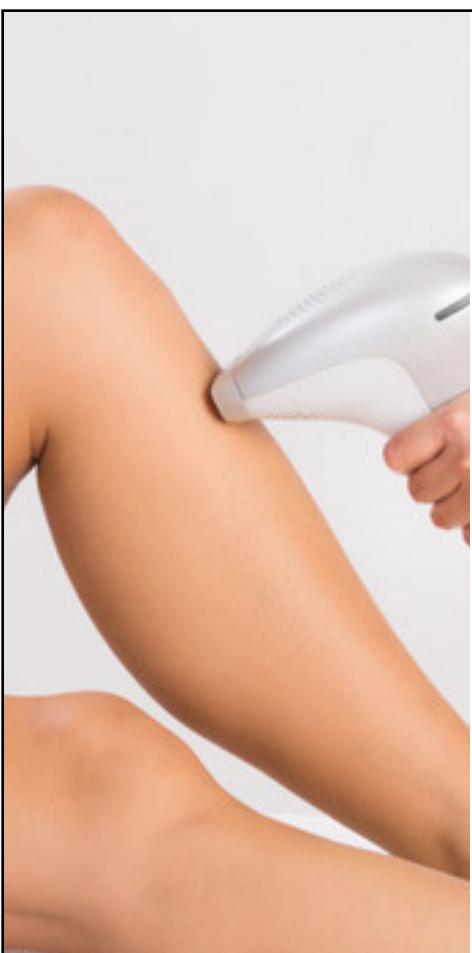
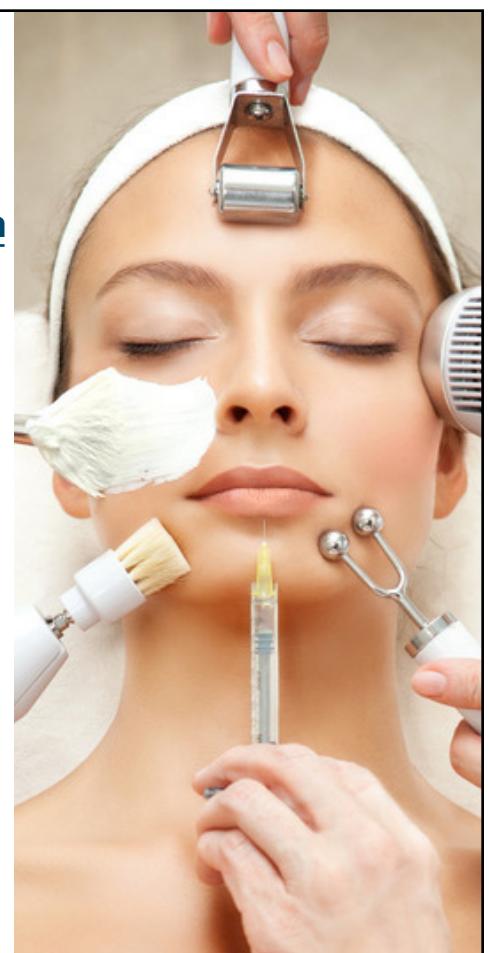


and accessories that permit comfortable and safe winter biking. "And there are improvements in city infrastructure that permit winter biking now", says William. He also notes that e-bikes are very popular in Finland and the other Scandinavian countries, no strangers to harsh winters.

William is a strong advocate for the e-bike and eager to share his expertise and that of his staff with new and existing e-bikers. His shop is large and well stocked with a range of bikes for all tastes, and there is on-line component to the business as well.

There are cruiser bikes, folding bikes, city and hybrid bikes, electric mountain bikes and fat bikes as well as accessories, including bike bags, baskets, trailers, racks and helmets to meet the needs of the e-biker.

So if you haven't already done so, drop by 85 Murray Street and experience the e-smile.



Meet your neighbour: John Cundell of Cundell Stables

By Joel Weiner

Have you ever heard a whinny but not seen a horse as you strolled along York Street between Dalhousie and Cumberland? Or come across a miniature pony being exercised on an open patch of ground at the corner? Hard to believe, but there's a working livery in Lowertown, and it's been doing business here for nearly a century and a half.

In fact, Cundell Stables at 113 York is one of our city's oldest companies, having first opened its doors in 1890. Like the city, of course, the enterprise has changed over time. But it's still going strong, even though the menu of services is somewhat different than it was at the outset.

According to records, the first Cundells arrived here from Ireland in 1834. Most of them were masons in the old country, where they used horses to transport supplies, tools and equipment from job to job. After immigrating to Canada, they stuck to the mason's trade until William Cundell, a building contractor with an eye for exceptional horses, received an offer he couldn't refuse: sell a strong, handsome team for much more money than he had paid. When the same thing happened with the next team, Cundell Stables was launched. Its business: buying, breaking, stabling and selling horses.



pulling floats in parades and other community events. The miniature ponies are for children's rides at birthday parties or regional fairs.

Since the latter are small, they are trucked to locations as far as an hour away. But the horses, huge blond American Belgians from Ohio, weighing about 900 kilograms each, are too big and heavy for that; instead, they are walked--called "driven" in the trade--to where they have to go, as long as it's relatively close to Lowertown. Prime ministers John Diefenbaker and Pierre Trudeau took Cundell Stable rides; so did many of our governors-general, mayors, city councillors and famous personalities like Gene Autry and Paul Anka.

Both home for the horses and head-



Entrance to the Cundell Stables at 113 York Street. The property next door at 119 York Street has been sold to a developer whose plans for the land pose a threat to the future viability of the stables. The tall apartment building behind the stables has been painted out.

While Ottawa's zoning rules can change, Cundell Stables is grandfathered and able to stay where it is. But, as the city evolves, the business may have to change as well. Whatever the future holds, however, there are two more

generations of Cundells available to take over the reins, John's daughter, Tayler, an experienced driver in her own right, and her young son, Koleson.



quarters for the business are behind the long-time family residence at 113 York Street. A small sign announcing Cundell Stables hangs over the driveway, at the end of which are stalls, as well as several storage buildings for feed, tack and the wagon.

About 1,200 bales of hay are purchased each summer, 400 stored on site and the rest brought in as required. The manure, an inevitable by-product, is delivered regularly to Ottawa garden centres and area farmers for fertilizer. Visitors find the entire facility very clean and surprisingly odor free.

John Cundell's office is at the back of the house, just a few strides from the stables, and its walls are covered with a photographic history of our city. Among the pictures, just to name a few: scenes of the Market when it still had unpaved streets; animals drinking at the George Street trough (which still stands there today, although dry); a horse-drawn paddy wagon; and John's father on the reins, pulling the city's last streetcar. Surveying this array is like stepping back in time.

William was succeeded by his son, Fred, who was born and lived all his life in Lowertown, and only worked in the family firm. The same is true of his heir, John, the third and current owner, who came into the world 70 years ago at the original Ottawa General Hospital on Bruyère Street and has been our neighbour ever since.

Initially, Cundell Stables' customers included Ottawa's tramway line, the police and fire departments, city tradesmen and local farmers. But horses soon gave way to electric power and the combustion engine, and everything from streetcars, patrol cars and fire trucks to delivery wagons and agricultural equipment eventually became motorized. As transportation changed, so did Cundell Stables. Its more than 60 horses, once stabled on George Street, are now down to eight, two huge draft horses and six miniature ponies.

Today, relying only on word of mouth, Cundell Stables specializes in horse-drawn tours of the Parliamentary Precinct, hay and sleigh rides around town,

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Much ado about parking

By Luke Barry

The daily commute. For many, it's a real ordeal. For others, it's a walk in or through the park. Those of us who drive to work are inevitably faced with having to find somewhere to park.

In Lowertown West, the daily parking games have created a tension between local residents who compete for limited on-street parking with non-residents who work in the area.

An abuse or a loophole?

"A lot of residents feel that employees of DFATD (Department of Foreign Affairs, Trade and Development), not just DFATD, but non-residents use the street parking to their advantage," local resident Leah Resnick said.

When the by-law officers come to check the parking, they put a little bit of chalk on the tires and just by the fact of moving the car from one spot to the next with their colleague, they're able to move the car three times in the day and then avoid paying for parking where they work. I know from where I live, on Cumberland in front of the little parkette especially, because it's three-hour parking, essentially they come out on their coffee break and they shuffle the cars around."

The issue is one Ward 12 Councillor Mathieu Fleury is well aware of and is hoping to address.

"There is a hodge-podge of one-hour, two-hour, three-hour parking in both Lowertown West in the residential area and Lowertown in The Wedge. We got a mandate from the community association to launch a survey and initially we were proposing a two-hour blanket on street parking, Monday to Friday, 7 to 6, and the association said we would prefer to make it a one-hour, Monday to Friday, 7 to 6, so the process has now been brewing and the city is reviewing it. We are going to launch an online survey [in the fall]; every resident who might be impacted will receive a letter at their address to engage on the survey and get their feedback."

Who's to say there is anything wrong with a hodge-podge when the factors influencing who needs to park where, for what, and for how long, can be so diverse?

Where the rubber meets the road for most people is cost. Resnick points out:

"I work in the area and you know it's \$150 or sometimes more depending on where you work, If you do for some reason get tagged or ticketed, the fines are relatively low so I think some people also just bank on the fact 'Well if I get two tickets a month, it's still cheaper than parking where I work.'"

At the heart of the matter are the discrepancies in the parking zones, according to Resnick.

"We did a lot of talking to people in the neighbourhood to make sure they shared our concerns. And talking to the councillor, the feeling is that if there was a consistent way of regulating the neighbourhood, the by-law officers would, with more ease, be able to actually ticket people and some of this, I would say taking advantage by DFATD, wouldn't happen in the same way."



Photo on the left shows typical workday parking in three-hour parking zone. Photo above shows one-hour zone at the same time and same day.

Canada is a suburban nation.

According to 2016 census data, 67.5 percent of all Canadians lived in some form of a suburb. It is safe to say the car—the primary transportation option for suburbanites—is here to stay. It should come as no surprise then that Ottawa in general and Lowertown in particular is faced with such a dilemma, given the current regulation and availability of on-street parking.

The question is what can be done about it. According to Fleury:

"We'll see the results of that [fall] survey, but the intent is to create an environment where we encourage residents who live in the area to benefit from that on-street and for those who use it, to use it on a short-term basis, not to work in the area, come by car and abuse those on-street residential spaces. The results of the survey will either confirm or amend the proposal and the City will then present their findings to the community."

"We just need more of a deterrent and I think by standardizing the number of hours you can park, it would make sense."

Resnick, who is the member of the Lowertown Community Association (LCA) executive leading the parking-reform initiative in Lowertown, says the next step will be to formalize what the LCA hopes to achieve in a statement for submission to Ottawa City Council. As she stated:

"His [Councillor Fleury's] one idea is we either get a petition or he'll just circulate it in mailboxes and as long as at least 50 percent of residents support it, then he'll propose it to Council. This kind of thing has actually already been done in other parts of Lowertown with great success."

There is speculation the City's LRT expansion will help ease some of the burden, and indeed is part of a broader policy of building towards a greener, more sustainable future. However Councillor Fleury says the city is not using it as a direct tactic.

Thank you again for your confidence. As always, our office is here to help you.

Merci encore pour votre confiance. Comme toujours, notre bureau est ici pour vous aider.

**MATHIEU
FLEURY**
WARD/QUARTIER
RIDEAU-VANIER

King Edward Avenue: a lament for a solution

By Marc Aubin

In 1998, I joined the King Edward Avenue Task Force. Over the years, I learned a few things. First of all, the City does not care about the downtown truck route. City staff have always been driven primarily by the need to accommodate single-car commuter traffic and large tractor-trailers. Never mind that good public policy and infrastructure could lead to a vast increase in the use of public transit. Forget the idea that large tractor-trailers should be for inter-city goods transport, and

Bridge to the Queensway. In Toronto, they stopped the construction of a similar highway, the Spadina Expressway

We are now living in the shadow of these great urban heroes of the 1960s and 1970s. Sadly, the civil-engineering and urban-planning professions seemed to have learned almost nothing. While we were able to slow down the evisceration of older communities, an oligarchy of developers has continued to build suburbs rather than densifying in the city. And the demands of those suburban single-occupancy car com-



Back in 2011, Lowertown residents turned out en masse to protest the noise and traffic on King Edward Avenue.

smaller delivery trucks could do the job in the City.

In 1965, the Macdonald-Cartier Bridge was built at a turning point in city-planning and road-transportation policy. The view in the 1950s and 1960s was that inner-city highways and the total demolition of historic neighbourhoods would hasten the arrival of the future. Of course, many so-called planning experts did not see historic neighbourhoods as having any value.

This is when people like Jane Jacobs came on the scene. She lived in one of the most extraordinary cities in the world, New York City, and observed the streets every day. She saw the complexities of the "habitat" of the city and how humans lived in such places. She could see the value of a life without cars, a place where residents could walk anywhere to get what they needed, and have unstructured opportunities to interact with others and build community.

Jacobs was not alone. There were people in Montreal, Toronto and Vancouver who saw the foolishness of inner-city highways and "urban renewal" (that is, demolition) of communities. Even Ottawa had its unsung heroes. They stopped the construction of a sunken freeway through Lowertown and Sandy Hill. That freeway would have connected the Macdonald-Cartier

muters for three to four hours each day is still what drives decisions about King Edward Avenue.

We have been promised solutions since 1965, including a bypass through New Edinburgh connecting to the Vanier Parkway, the Kettle Island Bridge and now a tunnel. Founded in 1986, the King Edward Avenue Task Force tried to advocate for Lowertown at City Hall. We fought huge battles to protect corridors for future freeways to support the false promises of a graveyard of politicians and city planners from over the years.

At one point, we asked ourselves the question: what if there is never a bridge or tunnel? What should King Edward Avenue and Lowertown look like? The task force advocated for a return of King Edward Avenue to a four-lane configuration, and its transformation (or rather restoration) to a grand boulevard. But that is a whole other story that many of you have heard, and yet another example of how this city wants it both ways. They want to protect other communities' quality of life, but not restore ours. Not even if it means single-occupancy commuters from Gatineau lose a few minutes on their drive each day.

Marc Aubin is the former chair of the King Edward Avenue Task Force

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Sign of the times

By John Chenier

A new sign has appeared on the part of St Andrew Street that is in The Wedge. The sign prohibits parking on the south side of the street from December 1st to March 31st. The reason is that during the winter, the street is so narrow that service vehicles, including city snowplows, are unable to go down the street.

Because of its three-hour parking limit and its proximity to the Department of Foreign Affairs & Development (DFA-TD), on weekdays the street is lined on both sides with cars parked by the people who commute to work at DFA-TD. Even in the summer when the roadway is at its widest, it's barely passable for large vehicles, and cars approaching each other have to take turns using the one remaining lane in the middle.

But it has been that way for years, so why must it change now? Is the mayor attempting to hold the City's budget for snow removal to an unrealistic level forcing snow-clearing standards to slip? Is climate change to blame? The answer is that it is a bit of both factors combined with the normal forces we associate with progress.

Spending less on snow clearing means there is less equipment available which means longer wait times for the streets to be cleared, especially for most residential streets. When it comes to snow-clearance and other City related tasks, your street has a category. If it is Category 1, congratulations! That means it will be one of the first to be salted or plowed and everything will be done to keep it clear in the event of a storm.

Of course there is a downside to living on a Category 1 street; traffic, and lots of it, including buses, ambulances and other vehicles that must move about, rain sleet or snow.

Most residential streets in Lowertown fall into the bottom category, number 5. That means they are the last to be plowed and, eventually, to have the snow carried away. Longer waits often means there is more snow to be pushed aside.



Here is where climate change enters the picture.. The amount of snow we receive over a year may be the same, but like rain in the summer, it seems to be coming in larger amounts over a shorter period. To move these larger volumes requires more powerful equipment. While snow clearing equipment has gotten bigger and more powerful over the years, residential streets have remained the same size.

In most instances that doesn't matter, yet, but with streets like St Andrew, the time has come for parking prohibitions during the winter months. And St Andrew isn't the only street affected. Streets in Ottawa West have also received a similar designation.

They will likely be joined by others in the years ahead.

Traffic control continued from page 1

Sections of Lowertown West and The Wedge have had traffic-control measures in place for more than 20 years. Barriers that close the road completely at one end have been the most-used option in the residential part of the Lowertown West Heritage Conservation District.

In The Wedge, partial barriers and one-way signs are in place along St Patrick to prevent drivers from taking a shortcut through the neighbourhood from St Patrick to King Edward. However, more drivers in a hurry seem prepared to ignore the signs, make the illegal turn. Unfortunately, drivers willing to ignore the no-turns restrictions are also prepared to break other laws and speed through the neighbourhood to get to King Edward quicker.

Traffic signs, it seems, are like locks; they only keep honest people out.

New this Fall

In Lowertown East, two streets, Wurtemburg and Nelson, are at the focus of efforts to control cut-through traffic. A combination of physical barriers such as speed bumps, bulb-outs and stop signs will be used in the Wurtemburg Street corridor to discourage traffic from Rideau to St Patrick.

On Nelson Street, the City is relying on signage to curb the flow of rush-hour cut-through traffic. Left turns onto the streets that connect Nelson to King Edward are prohibited from 3:30 to 5:30pm. Work has not yet started on the Wurtemburg project. Meanwhile on Nelson Street, from observations made over several days, it is clear that the signs are not proving to be effective in stopping cut-through traffic.

Vision Zero

“Vision Zero” is a road-safety concept that began in Sweden and has since been imitated, more or less, by cities around the world. The goal of Vision Zero is to reduce traffic fatalities — vehicle, bike and pedestrian — to zero through a combination of lower speed limits and effective barriers separating the various modes of traffic.

The most effective and also the most expensive way to reduce speed are through street design. Narrower streets make cars drive more slowly. In most cases, it also leaves more room to create

In a recent edition of Toronto Life, Mark Pupo noted: “The cities where Vision Zero works all have one thing in common: they’ve dedicated lots of money and resources to swift and universal changes to infrastructure, policing and safety awareness. Most importantly, they’ve cut speed limits on most or all streets. The strength of Vision



Cars making left turns despite signs that state such turns are prohibited from 3:30 pm to 5:30 pm

separate paths for bike and pedestrian traffic.

A less expensive way to narrow streets is to allow on-street parking. However, allowing curbside parking does not lead to safer bicycling conditions. Lastly, the least expensive way to pursue a Vision Zero strategy is simply to set lower speed limits.

While Ottawa has not formally adopted the Vision Zero concept, elements of both approaches have been implemented in the City. “Complete Streets” projects such as Main Street are examples of what designing roads for Vision Zero look like, and what it costs. Encouraging on-street parking in some areas is also part of the strategy to make roads narrower.

In the ByWard Market precinct, closing roads to create pedestrian-only spaces and control traffic have been successful, and there are plans for more of the same in the future.

In general, however, the City has mainly relied on the least expensive way to go about it: reducing the speed limit to 40 kph in parts of the city and painting green strips on roadways to mark bike lanes. But, as we are seeing, it doesn’t accomplish much.

Zero comes from an all-or-nothing approach—to achieve zero deaths, you need to force drivers to change their behaviour all at once.”

The policy-implementation disconnect

The reactions of callers and tweeters to Councillor Shawn Menard’s plan to reduce the speed limit in the Glebe to 40 kph were scornful. The underlying tone of the comments was that it was a hollow gesture that would accomplish nothing. “Stop signs have become pause signs in the Glebe,” noted one caller.

In Lowertown, standing on Nelson Street at the corner of York, you would have to be blind not to notice the signs prohibiting left turns from 3:30 to 5:30 pm. Yet, stand there during those hours and you will see nearly every car make that left turn. The few that don’t proceed on Nelson for one more block to Clarence Street where a similar sign awaits — and turn left.

Ottawa, we have a problem.

We have politicians passing laws at a rate where either the ability or a willingness of the police to enforce them doesn’t exist. We have designed roads like King Edward Ave where the police are unable

to enforce the speed limit because it is unsafe for them as well as other drivers to stop cars and issue tickets. It’s possible the police could have a better system of deploying officers that would improve compliance, but it’s impossible for them to be everywhere at once. Compounding the problem is a public attitude that demands better policing while reacting badly when it happens.

“Haven’t you got something better to do than give me a ticket for driving through a stop sign?”

Perhaps the police should be employed doing better and different things. We no longer use police officers to issue parking tickets. That job has been delegated to bylaw officers. We use cameras to ticket cars that go through red lights. One thing is certain; somehow the means of improving compliance must be found.

Ottawa a SMART city?

Ontario, in general, and Ottawa in particular, have fallen way behind in adopting modern means to enforce traffic laws and save lives in the process. Calgary, Edmonton, Vancouver and even our neighbours in Gatineau have adopted cameras at intersections that capture both speeding and red-light infractions to discourage drivers from speeding up before intersections or running red lights.

Toronto has tread carefully through a year-long pilot project so as not to provoke the Ford government, which has a strong inclination against the use of photo radar. It now plans to install several hundred cameras in designated “safety zones” over the next year. Mayor Watson doesn’t think we need such things, although in the article on traffic calming on King Edward you will note that more than 3000 cars tripped the red-light cameras on the avenue.

Perhaps in 20 years, when all are using driverless cars programmed to follow the rules of the road, compliance will not be an issue and our neighbourhoods will be safe and tranquil. Until then, we should be concerned that when we merely go through the motions of introducing ineffective measures with poor implementation we are running the risk of turning a First-world problem of traffic congestion into a Third-world problem of disrespect for the law.

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Bridging the gap: the Royal Alexandra Bridge

By Michel Rossignol

Amid growing concerns about traffic congestion in Lowertown, the 2019 federal budget pointed out the elephant in the room: the Royal Alexandra Interprovincial Bridge is almost 120 years old. It needs major repairs, and may have to be replaced within the next five to ten years. The federal government is responsible for the maintenance of all the bridges over the Ottawa River in the Ottawa-Gatineau region. The Alexandra's share of all the vehicular traffic crossing the river is about 13%, but from a Lowertown perspective the bridge plays a major role in the flow of traffic into and out of our community.

In the short term, repairs will cause some traffic disruptions. For example, there will be intermittent lane closures until August 2020 during the replacement of structural steel in some parts of

Bridge Status: This bridge, one of the oldest of its kind and one of the most significant bridges in Canada, is slated for demolition and replacement in 2024-2029!

The Alexandra Bridge was originally named the Interprovincial Bridge and officially renamed "Royal Alexandra Bridge" only a year later. The bridge spans the Ottawa River right next to the centre of Canadian government, Parliament Hill. Parliament Hill and Alexandra Bridge each offer spectacular views of each other. It is also next to where the Rideau Canal, a World Heritage site, connects to the Ottawa River. In a setting with such rich heritage and iconic structures, this bridge is an essential element of the area. The bridge has been honoured by the Canadian Society for Civil Engineering as a National Historic Civil Engineering Site.

the bridge. Repairs scheduled for the period between June 2021 and December 2022 will close one lane while the direction of traffic in the other lane will alternate. As stated on page 26 of the

2019-2020 Departmental Report of Public Services and Procurement Canada, the federal department responsible for the maintenance of the bridges between Gatineau and Ottawa, these and other

repairs "will help increase the lifespan of the Alexandra Bridge and the Chaudière Crossing to ensure the bridges remain safe."

In the long term, it will be necessary to undertake a major overhaul of the bridge or to build a new one, possibly after deconstructing the old bridge to recycle its materials. One way or the other, commuters may have to use alternate routes across the river and through Lowertown for many weeks if not months.

Unlike the Quebec Bridge over the St. Lawrence River linking Lévis and Québec City, the Royal Alexandra Interprovincial Bridge is not a national historic site, but the design of the overhauled or new bridge will have to fit perfectly into one of the most famous panoramas in Canada. Other design features will also be of concern to Lowertown residents.

For example, the overhauled or new bridge will need as much, if not more, capacity for vehicular traffic given the continuing growth of the region's population. What will be the impact on traffic flows in the community? The bridge may also need as much, if not more, capacity for pedestrian and cyclist traffic since the Alexandra now carries some 40% of this kind of traffic across the Ottawa River.

Should there be greater focus on the needs of cyclists and pedestrians? As for regional transit, the overhauled or new bridge could play an important role. However, while laying tracks on the bridge for streetcars or light rail is easy, connecting these rails effectively to present and future transit routes on both sides of the river is another matter.

The federal government may have to decide the bridge's future before all the levels of government in the region have fully coordinated their transit plans. As a result, opportunities for fitting the bridge into these plans might be missed. In short, a major overhaul or the construction of a new bridge may occur only years from now, but people planning traffic mitigation measures in Lowertown, future transit networks, or just the daily commute will have to keep in mind the future of the Alexandra Bridge.



Photo taken late in 1900 shows the Royal Alexandra Bridge during the final phase of its construction. The bridge was inaugurated in early 1901. Photo: Topley Studio/Library and Archives Canada/PA-013866.



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Getting around Lowertown: food for thought

By John Woodhouse

I have been asked to write about the experience of a person in a wheelchair navigating in and around Lowertown.

Well, to me Lowertown is divided into two sections: west of King Edward we have the ByWard Market; east of King Edward we have a largely residential area.

I have asked many disabled persons their view of the Market area. Their responses were:

- Inaccessible;
- Don't feel welcomed; and,
- Feel like a second-class citizen.

Shops, stores and bars are not welcoming. Some stores are so stuffed with merchandise that even if you can get in you can't move around, forcing you to do your transaction on the sidewalk. Not ideal.

The bars have seating reserved for the handicapped, but it is usually at the back of the bar away from other patrons. Sounds exciting, doesn't it?

Let's turn our attention to the new William Street Pedestrian Plaza where once again the disabled feel left out. There are nice chairs, but I bring my own. The picnic tables are too low and there is no room for someone in a wheel-

chair to get near them, as the seating is fixed. When the wooden gates are closed the plaza looks like another construction site. When they are open it looks like a pedestrian mall. But it seems that the movable wooden fencing is for the con-



These add a nice touch to the William Street Pedestrian Plaza and they certainly have been well-used by people over the summer. However, people in wheelchairs cannot access the table.

venience of the vendors to bring their wares in and out rather than enhance access.

I do regular walk audits with the Council on Aging, Ecology Ottawa, Healthy Transportation Coalition and others. Walk audits are eye-opening and enjoyable. We do them to assess the walkability of our neighbourhoods with an eye to enhancing active transportation. For our walks in the ByWard Market, which are done as a group because I cannot get into most places, the goal is to improve accessibility. We distribute educational handouts outlining measures that businesses can adopt. One of the most useful items involves the use of a small portable ramp. There are many groups that will build them for free or at a nominal cost.

We do the walk audits in all seasons. As you might imagine, getting around in the winter months presents many more and different challenges. I invite you to join me on one of these walks in any season. You may discover a very different perspective on our community.

Recreational rowing on the Ottawa River

By Sandra Milton

Once described as the greatest unknown river in the world, the Ottawa River has carried our country's history for centuries. It transported Indigenous peoples before the first European explorers ventured into our country's interior. It served as the delivery route for the fur and timber trade. It was critical for moving settlers to Bytown. It was one factor in Queen Victoria's decision to choose Ottawa as a "safe haven" for the nation's capital.

Now the Ottawa River flows on as one of the best spots to be during the summer months. Every day provides pleasure and adventure for the rowers, sailors, kayakers, boaters and tourists on cruise boats who use this magnificent river for recreational purposes. Down on Lady Grey Drive, the city's oldest rowing club offers the opportunity to get onto the water and have fun while building a rowing skill.

Established in 1867, the Ottawa Rowing Club (ORC) was founded to offer a

leisure activity for the growing middle class of the city. Initially located near the Rideau Canal under Parliament Hill, the rowing was not always in pristine conditions. Here club boats had to

es of timber passing my window every morning." On at least one occasion, the ORC was forced to decline an invitation to host the Canadian Oarsmen Regatta, citing a bad course on the Ottawa River



Finish line for the 1951 P. D. Ross Memorial rowing race at the Ottawa Rowing Club, Canada. City of Ottawa Archives/CA025374

compete with the sawdust and logs from nearby lumber mills always present in the water. John A. Macdonald, the first patron of the ORC, had an office in the East Block in June 1871 when he noted in a letter: "the sight of immense mass-

as one reason.

The ORC now has a heritage-designated club house. Constructed around 1898 on a prominent location on the Ottawa River edge of Lowertown, the club and its activities attracted local

residents as spectators, employees and members. Two Lowertown men had key roles in the early years. In 1903, Pierre Tremblay, a carpenter, moved his family from St. Andrew Street to take the job as the club's caretaker. In 1953, Pete (Pierre) Tremblay was recognized for his 50 years as boatman at the club. Leo Venne was a young man living in the family home on Cathcart Street when he joined the ORC. Here he became coxswain, guiding one of the ORC's most successful eights.

The ORC offers the chance to enjoy travelling on the river and seeing our local environment in a special way. Think of gliding along on a misty morning passing under the steep rise of Parliament Hill and close to the tumbling Rideau Falls, all the while learning new skills and building physical endurance. What a great way to travel!

Sandra Milton is a Lowertown resident and a member of the Ottawa Rowing Club.



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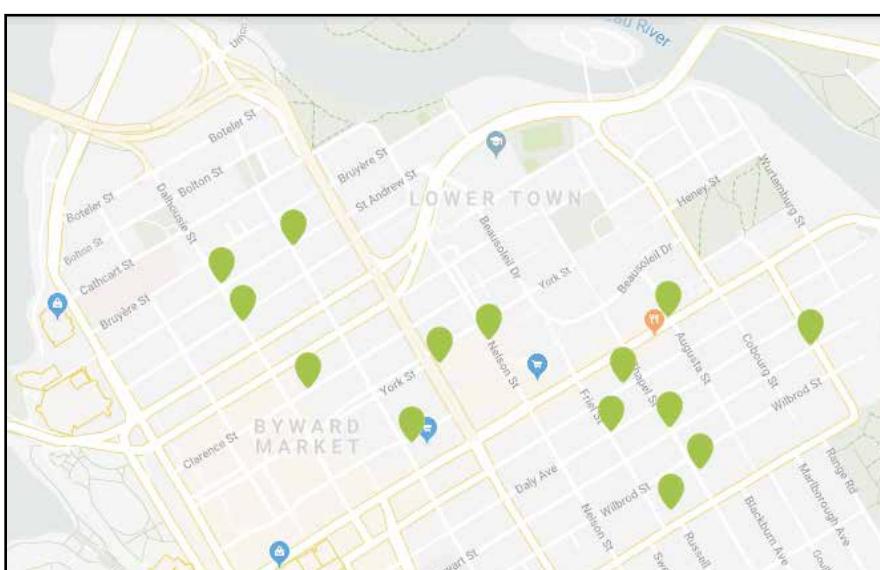
Vrtucar

An alternative to car ownership

By Patricia Balcom

Living in a neighbourhood with walk and transit scores of 99, I don't often have occasion to rent a car. But when I do, Vrtucar (recently purchased by Montreal-based Communauto) is a reasonably priced and convenient option.

Once you become a member of Vrtucar and receive your membership number and fob, you have access to a fleet of cars--Toyota Corolla, Prius C, and Yaris—in Lowertown, and Nissan mini cargo van and Toyota Rav4 in Sandy Hill. You can rent a car from 30 minutes to several days or even a month, by booking your car on-line, with an app on your phone or by telephone. (There is a small charge for booking by telephone.)



This map shows 14 locations convenient to residents of Lower Town. As more condominiums in Lower Town are constructed without parking spaces, services such as Vrtucar and other car "borrowing" models will become more familiar.

Unlike traditional car rental offices, Vrtucars are available 24 hours a day, seven days a week. When you pick up your car, you "fob in" to unlock the car at the chosen location, and away you go! At the end of your journey, you return the car to the station where you picked it up; by "fobbing out", its return is registered at Vrtucar. Gas is included in the price of renting the car, and unless the tank is less than one-quarter full you don't need to fill it up before returning it.

In Lower Town West there are cars at St. Andrew and Dalhousie, St. Andrew and Cumberland, Dalhousie and Guigues, Clarence and Dalhousie and Cumberland and George; in Lower Town East cars can be found at King Edward and York, Nelson and York and Rideau and Augusta. (There are also several stations across Rideau Street, on Besserer and Stewart streets.)

There are a variety of plans depending on your needs, all of which are described on the website: <https://www.vrtucar.com/>

[vrtucar.com/](https://www.vrtucar.com/) Vrtucar recommends that you start with the "Open Plan" if you're not sure which plan is best for you. This means you can try Vrtucar service before committing to a "Value Plan". The various plans are laid out clearly on the website, and you can call their local number--613-798-1900--if you have any questions.

Besides providing you with access to cars anywhere in the Ottawa-Gatineau area, as a member of Vrtucar you can also rent cars in Kingston, southwestern Ontario (London, Hamilton, Guelph, Kitchener), Montreal, Quebec City, Sherbrooke. You can even rent cars in Halifax and Paris!

Insurance is included in the rental price, with a deductible of \$0, \$300 or \$600 per accident. If you incur toll charges, they are added to your in-



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Nager pour un but

Par Nathalie Falardeau

Le dimanche 4 août dernier, Nathalie Falardeau du Patro d'Ottawa, a nagé avec succès 11km en 4h58 minutes afin d'amasser des fonds pour une nouvelle fourgonnette. Elle était accompagnée de deux braves nageuses qui ont chacune nagé 8km.

"Ce centre communautaire me tient énormément à cœur et quand j'ai su que la fourgonnette présente ne survivra pas un autre hiver, j'ai décidé de me donner ce défi personnel afin d'amasser des fonds. La raison est bien sim-

ple. Le Patro répond, entre autres, aux besoins d'une population francophone souvent marginalisée, isolée, vivant dans le besoin et nécessitant un appui financier" mentionne Nathalie. "Les voyages et sorties en fourgonnette permettent aux membres du Patro de participer à des sorties qu'auxquelles ils ne pourraient pas prendre part autrement pour des raisons économiques, physiques ou psychologiques." Nathalie tient à remercier les 110 personnes qui ont jusqu'à présent contribué à la cause. "Près de 10 000\$ ont été amassés mais la levée de fonds continuera tout au long de l'année, puisque la fourgonnette en question coûte plus de 45 000\$. Nous sommes donc toujours en campagne de levée de fonds".

tribué à l'achat d'une fourgonnette, vous avez les options suivantes pour faire un don :

1. En ligne : www.patro-ottawa.com/don
2. Par chèque : ATT : 11km je nage pour le Patro
40, rue Cobourg
Ottawa ON K1N 8Z6
3. En personne au Patro d'Ottawa
(débit, crédit, argent comptant)

Nathalie Falardeau est la Coordonnatrice de projet, Patro d'Ottawa

Shepherds of Good Hope needs a new truck

By Caroline Cox

On average in a year at the Shepherds of Good Hope we have 92 people for breakfast, 212 for lunch, 130 for dinner and over 200 for our community drop-in meal service. However, this past Saturday we had 150 people for breakfast, 270 for lunch, 170 for dinner and over 200 for our community drop-in services; almost 800 meals served out of our downtown shelter's soup kitchen in one day. We also provide three meals a day to our 225 residents in four supportive housing buildings across the city, with a fifth under construction.

We currently spend almost \$400,000 on groceries in a year across our different programs. There are a lot of people in our community in need of a meal and Shepherds of Good Hope does its best to meet that need.

How does all that food get to all those people, in all those places?

A lot of it comes via our loyal and hardworking truck, known as "Rusty Ruby", who is on the road five days a week to pick up food from across the city and deliver it to all of our programs. On average, Rusty Ruby does about eight to ten stops a day across the city, travelling approximately 60 kms a day.

Ed has been driving our truck for three years now. Spending a day with Ed on the truck taught me a couple of things. First of all, Ed works hard. Those boxes of cans are heavy, and they do not move themselves! Secondly, Ed cares passionately about Shepherds of Good Hope's mission, and he shares it with everyone he can in the Ottawa community.

One challenge Ed faces on a daily basis is that the truck is not refrigerated. This means we often have to turn down donations since we cannot safely transport the food. This is not just a problem for our clients who are in need, it contributes to the larger issue of food waste in our society.

Ed stresses, "I've loved driving Rusty Ruby for all these years, but she's been here a lot longer than I have and is reaching her age of retirement at almost 13 years old now. It would be amazing if Shepherds of Good Hope had a new, refrigerated truck so we could pick up fresh nutritious food that many of our clients desperately need."

Unfortunately, we cannot retire Rusty Ruby until we raise enough money for a new truck. If we had a new truck that could pick up things like fresh meat and produce, we would be able to lower our food costs as well.

Feeding people who are hungry, reducing food waste and saving money that we can in turn spend on programming to support people to get out of homelessness, these are all issues we really care about at Shepherds of Good Hope.

We want to let our neighbours know that we will be starting a campaign early October to raise money for a new, refrigerated truck. If you would like more information about our truck campaign, please contact us at 613-789-8210 or send an email to donate@sgohottawa.com and see how you can get involved.

Caroline Cox is Senior Manager, Communications and Community and Volunteer Services at the Shepherds of Good Hope.



Ed unloading his truck. SGH photo

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Lowertown's meeting place in the Market!

La Basse-ville se retrouve Chez Lucien!

Wazzup? Trip to Alberta

By, Jaden Barbosa-Phan, Xavier Sutherland,
Sophie Komangapik, Siya Ndlela, and Sam Adan

York street kids and supervisors got a chance to go to Alberta and learn how they live and what they do there.

On the early morning of Sunday March 24, around 22 York students with three staff members boarded a bus to the Ottawa airport to go on a plane to Alberta. When all of them left the plane, they went to Toronto then they made it to Calgary. A twin is a student that we paired up with from Alberta. Once they landed, the kids got on the bus going to their twin's school.

Once they got to Crowsnest Pass, they had a pot-luck and got to know their twins. After the potluck, the families took their kids to their homes and they set their rooms up for the week.

The next day, the kids went to their school, CHSS to board their bus and go to the field trips. They went to a museum, one of the teacher's huge backyard to hike, Frank slide, Banff, Johnson's canyon, and Buffalo

jump. After the school week, they had a free day and this is how they each spent it.

Siya-So on my free day, me and my twin's family went to a Mining place in BC. When we were there, I had a lot of fun. Then, we went to this place similar to Sky Zone. Then we got something to eat at McDonalds. I had a lot of fun in Alberta I wish I could go back there. It was a lot of fun!!!

Jaden-On my free day, my exchange family and I went to British Columbia for the day. We went to eat lunch at a restaurant and I got to see the trucks the Albertans use for getting resources like oil and coal. Then we walked in the town and I saw one of my friends named Kasaya coincidentally in a chocolate shop.

Xavier-Saturday was the free day, my exchange family went to BC with Sam's family. We went to a swimming pool from 1:45-4:00. My twin Maya and her dad were on the same team for basketball in the water, it was me, Sam, and his twin Cayley on the Sam team. After we went swimming we saw the biggest truck in the world which was over 30 ft. tall and then went home.

Sophie-On the free day, my twin, me and a few others went to her old school and they went inside and left me outside, then I went inside and saw a huge goldfish with chameleon eyes and I was scared of it. My twin, me and two others went to a trampoline park and my twin and her family and me watched the live Dumbo movie.

The next day, we all left from Crowsnest Pass, but they switched the flight so we stayed at a hotel for one more day. We camped at Tim Hortons for 2-3 hours and then we went to a huge mall and the movies. The movie was Captain Marvel. We woke up the next day and ate breakfast but we got split up in two different groups.

A delayed flight that also stopped at Toronto and an early flight that went straight to Ottawa but that flight ended up being delayed too. Then we went home a day late, March 14, at around 5:30 for the early group then 7:30 for the delayed flight. We went back to school, and then our parents picked us up from school.

Elmwood girls study and walk Angel Square

By Victoria Puchko and
Yelena Yang

Have you ever wondered what Ottawa's Lower-town was like back in the 1940s? The novel Angel Square by Brian Doyle definitely explains every aspect of life at that time in our nation's capital. When reading this story, it's easy to dive into the adventurous life of a young boy named Tommy. Every day, he has to pass through Anglesea Square, better known to Tommy and his friends as "Angel Square."



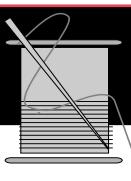
Angel weather vanes at edges of Jules-Morin Park (a.k.a. Anglesea Park and Angelk Square) are believed to depict the various places and themes in the Doyle book

In just a flash, Tommy's life took a huge twist. He decided to figure out who the assailant was, no matter what, with the help of his two friends, Gerald Hickey and Coco Laframboise. They worked collaboratively in order to solve the mystery and to ensure that it was safe for Sammy and his father to return to Lowertown after his father was released from hospital.

On our walk, we found out that a lot of things have changed in Lowertown since the 1940s. Angel Square, which is now called Jules Morin Park, is still valued by people in the community. Over time, the open public space was planned so people of all ages could assemble. Along the pathways, there are weathervanes topped with images of significance related to the Square's history and the different cultures that helped build it.

Lowertown still has many houses that people use today. The houses on Papineau Street that were featured in the novel were removed during a time when the city was improving the infrastructure. A small group of the original houses on Heney Street are still there as reminders of the period covered in the book. York Street School is still in use, although the schools that Brian Doyle based the Irish-Catholic and French-Canadian schools on in the novel are not there anymore. The main difference, and the greatest accomplishment, is that the people who make up the diverse Lowertown community welcome people from all backgrounds.

This article reflects the thoughts of two girls in a Grade 6 class at Elmwood School--Victoria Puchko and Yelena Yan--after reading about and then doing a walking tour to locations identified in the book Angel Square, written by Brian Doyle.



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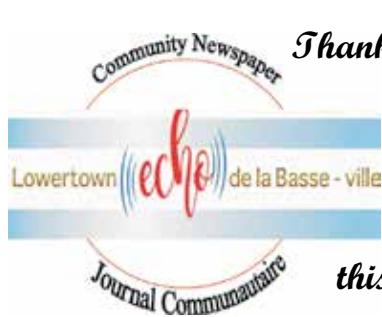
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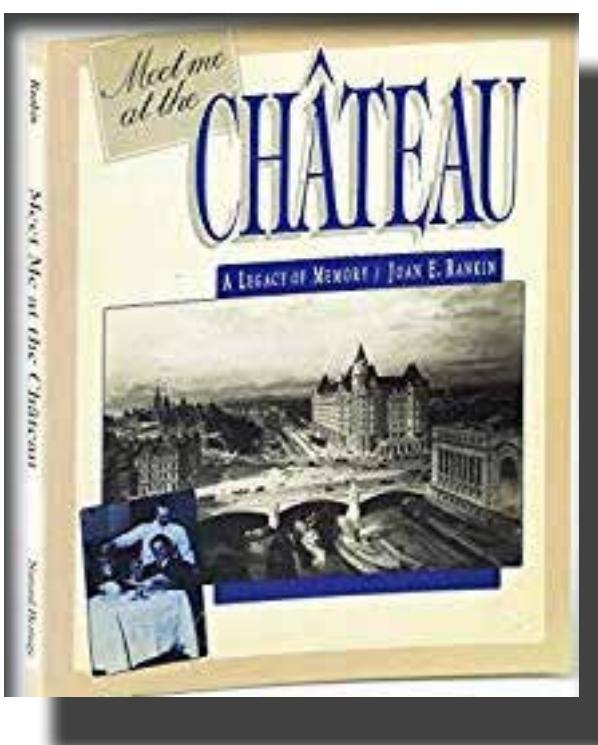
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Books by and about Lowertowners

Joan E. Rankin

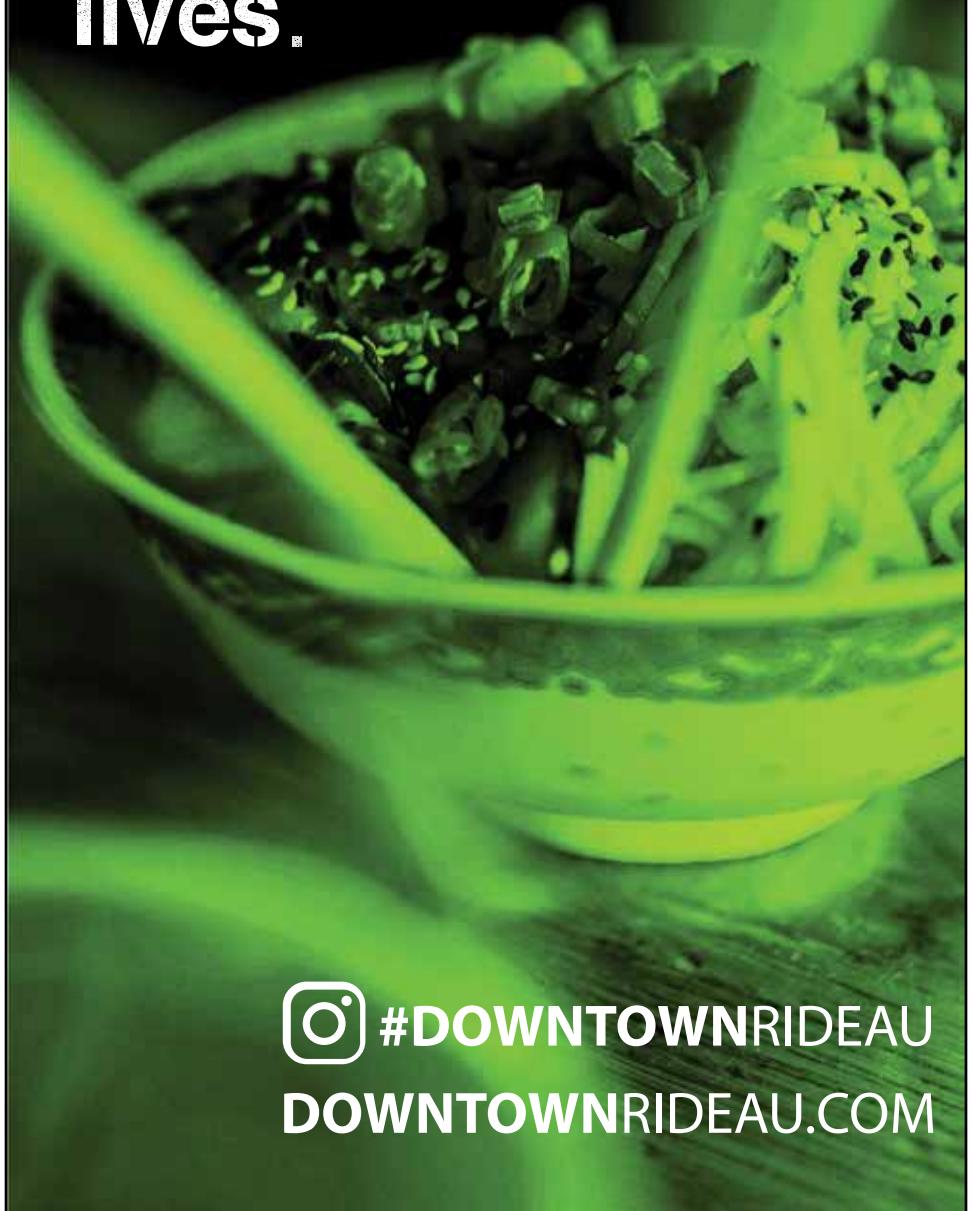
Meet Me at the Chateau: A Legacy of Memory, 1990

The Chateau Laurier is currently the focus of a major national debate over the compatibility of a proposed new addition. This iconic hotel with its towers and turrets is a familiar landmark not only for Ottawa residents but also for many individuals internationally. The architectural fight over its future is being played out in Lowertown and this book reveals much about the Chateau that has been part of our community's history for over a hundred years.



The author chronicles the internal as well as the external changes to the Chateau over the decades. She includes accounts of royal visits, famous international visitors and also about residents like Prime Minister Bennett and photographer Yousuf Karsh. But it is the anecdotes told by employees, many from Lowertown, that provide the rich detail. Emile Labranche's father was an early worker in the engineering department and eventually all seven of his sons worked at the hotel.

Where
diversity
lives.



Both Dan Lupino and his future wife Yvonne Meunier worked in the main dining room. Paul Émile "Red" Tassé, the head barber, travelled with and shaved King George VI during the 1939 Royal Tour. Hector Boisvenu and Henri Seguin were bellmen. These personal accounts add to the book's rich social history and support the calls to ensure the integrity of this heritage building.



Pictures from the Tom Green picnic protest against planned addition to the Chateau Laurier. Photos by Luke Barry